

The Making of Havant



The Homewell Spring and former parchment yard buildings. Grade II listed.

Volume 1 of 5

Havant History Booklet No. 40

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North Street circa 1910.



South Street circa 1910.

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Most of the articles contained in these five reprinted *The Making of Havant* booklets are the original work of the Havant Local History Group, which were written in the late 1970s. They have been edited by Ralph Cousins and John Pile and have only been amended where further information has become available or where landmark locations have changed. Some new articles have been added.

Our grateful thanks should be extended to the members of the group for their hard work in putting together this reminder of Havant's past history.

Ralph Cousins – August 2014
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The Making of Havant

Introduction

The Havant Local History Group was founded on 11 February 1977 following two and a half years of meetings and discussions under the auspices of the Workers Educational Association. It was felt that the many and varied aspects of Havant life – the sea, the mills, the industry, the market and so on – should be recorded whilst it was still possible to obtain information from older residents of the borough. The members of the WEA class obtained enough valuable information for several articles to be written, covering the period from approximately 1850, the date at which Longcroft's comprehensive history of Havant, *The Hundred of Bosmere*, ended to the present day.

The Havant Local History Group had 12 members at its inception, and Mr Geoff. Salter was elected chairman. Because material had already been prepared, it was possible to plan immediate publication of the first volume of *The Making of Havant*. This was officially launched on 11 November 1977 at the Ship public house, Langstone. During that year the members of the group were actively engaged in preparing for volumes 2, 3, 4 and 5, which were published yearly. They covered over 50 subjects and reproduced many old photographs.

Over 6,000 copies of the publications were sold, and the secretary received many letters saying how much pleasure readers had found in remembering places and people of the past in the town where they were born, married or worked.

Some of the letters contained valuable information which was new to members of the group. A four page letter from a lady of 82 mentioned: *Dear Mr English, who was the horses' smithy round The Pallant*. So they learnt that there was a smithy in The Pallant. Another said:

I taught at Fairfield School when in the infants classroom was a rather steep gallery and many strange objects came to light when that was taken away.

One lady wrote from the United States to say that her mother had been matron of Havant hospital. The excellent photographs she enclosed were identified as being of the fever hospital, which has long disappeared from its site beside Park Road North.

There were many more letters and tokens of the interest shown by readers of the booklets. There were some 65 people on their mailing list from as far apart as Reading, Bristol, Beccles, Suffolk and London, and overseas to Canada, New Zealand and Turkey. As each volume came out copies were bought by many local schools, and it was understood that projects were set from the information contained within them.

While it was not possible to check all of the information provided the group tried to confirm as much as possible from printed sources, and it was thought that the efforts to find and record information about Havant and its people were worthwhile, and the group expressed its gratitude to all those who helped it in its researches.

Members of the group were:

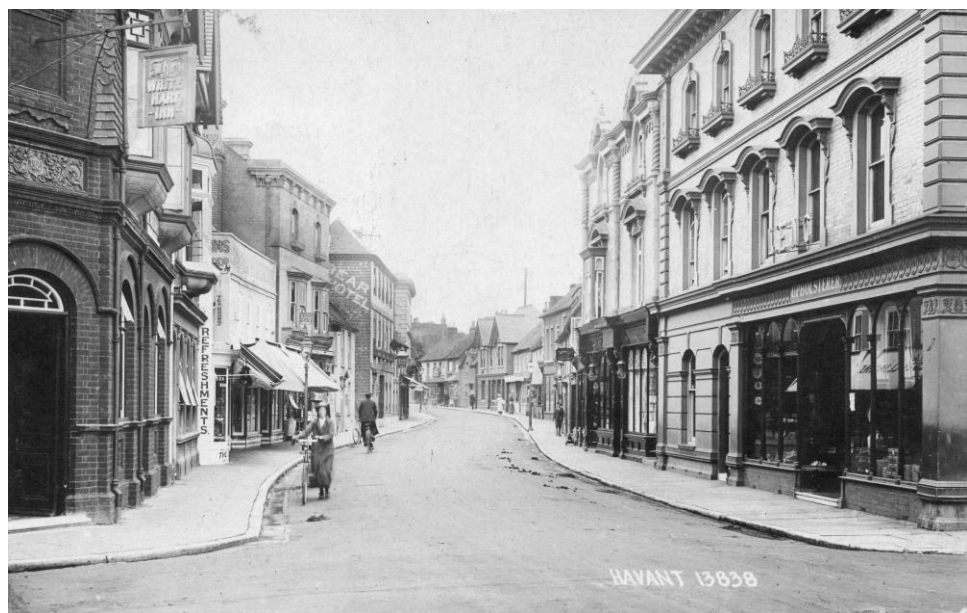
AE Bowyer; MN Brabrook, MBE; PI Cooper, ALA; Pat Dann; E Ford, AM Hart; AR Hawkins; Christine Houseley BA; RW Karslake; Geo. Noyes; Geoff. Salter, ALA; H Simmons; Ian Watson, BSc, Betty Marshall, WE Newberry and Marjorie Perraton OBE.



The main entrance and nurses' accommodation of the fever hospital. The wards are in the building behind. The site is now occupied by the Central Retail Park and Park Road North bridge passes immediately across the front gates.



West Street circa 1910.



East Street circa 1910.

Havant Timeline

This timeline is an attempt to chart the flow of events that have contributed to the development of the Havant we know today. Their selection is subjective and, to some extent, dependent on the interests of the contributors, but it is felt that the results will serve to indicate the broad currents that shaped our local communities in the past. Also, it is hoped that the timeline will prove to be a useful work of reference and a stimulus to further research.

The dates and events in the timeline have been gathered from a wide variety of documentary and printed sources and it would be inappropriate to give references for each entry. The contributors have been careful to check their facts, but it is inevitable that errors will have crept in. Readers are invited to send in their comments, corrections and suggestions for further entries.

Compiled by Friends of Havant Museum: John Briggs, Ralph Cousins, Lucy Flannery, Ann Griffiths, Steve Jones, Linda Newell, John Pile, Jenny Stringer, Robert West and others.

- The springs between Havant and Bedhampton attracted early settlement
- 8000–4000 BC Mesolithic period evidence of nomadic settlement in the Havant area
- c. AD 43 Roman road built between Chichester and Wickham
- AD 43–410 A settlement developed around the springs in Roman times
- 2nd–4th century AD Roman coins found beneath floor of St Faith's
- AD 410–1066 A Saxon settlement was founded at Warblington, the farm of 'Wærblith' its female owner
- c. AD 600–900 Anglo-Saxon cemetery on Portsdown, Bedhampton
- AD 935 and 980 Two Anglo-Saxon charters record the boundaries of an estate *æt hamanfuntan* (at Hama's spring)
- 10th century Probable date of earliest part of the of St. Thomas a Becket, Warblington
- 1086 Havant is listed in the Domesday Book under the name of Havehunte
- c.1150 St Faith's built, perhaps on the site of an earlier one
- 1200 Monks of St Swithun, Winchester, granted a weekly fair on Tuesdays
- 1236 Leigh in Havant is mentioned in documents

- 1284 Monks of St Swithun, Winchester transfer the manor of Havant to the Bishopric of Winchester
- 1348/9 Black Death estimated to have killed up to half the population of Havant and Hayling Island
- 14th–17th centuries Cloth-making
- 1451 Havant's renewed charter allowed a second weekly market to be held on Saturdays and an annual fair on the eve and feast of St Faith (6 October)
- Late 16th century Petition by the inhabitants of Havant and Langstone to the bishop of Winchester to allow woad (used for dyeing cloth) to be unloaded at Langstone
- c.1600 For 300 years tanning and glove making were carried out involving the trade of fell-mongering
- 1631 St Thomas a Becket's , Warblington parish registers began
- 1635 A national postal service instituted with an office in Havant
- 1653 St Faith's parish registers began
- 1665 Hamlet of Leigh mentioned in Hearth Tax returns
- 1656 Stocks and whipping post renewed
- 1667 Token bearing the legend 'Thomas Hildrop, Chandler' issued
- 1710 Earliest recorded school in Havant above the Market House in South Street
- 1711 Act of Parliament for Portsmouth & Sheet Bridge (London to Portsmouth Road) Turnpike Trust
- 1711 Earliest recorded baptisms at the Catholic Mission at Langstone
- 1714 Five bells cast and tuned at the Whitechapel Foundry installed at St Faith's
- 1718 Independent Chapel opened in The Pallant
- c.1730 Langstone windmill built
- 1734 Earthquake felt
- c.1747 Bear Hotel built, according to the deeds of the property
- 1750 A Friendly Society established
- 1750/51 A Catholic Mission established in cottages in Brockhampton Lane
- 1761 Part of centre of town devastated by fire. The Old House at Home and St

Faith's among the few earlier buildings still surviving

- 1762 Act of Parliament for Cosham to Chichester Turnpike Trust passed
- 1763 Earliest record of Freemasonry
- 1776 Formation of a Viduarian Society for the support of widows
- 1777 The parish workhouse had 50 inhabitants
- 1784 One brewer and five maltsters recorded
- 1795 Havant Company of Volunteers formed in response to threat of invasion from France
- 1797 The Manor House Academy opened on a site where Manor Close is today
- 1800 Market House in South Street demolished
- 1801 First census shows population stood at 1,670
- 1803 Loyal Havant Infantry and Loyal Emsworth Infantry Companies formed. United in 1804 under the title The Havant and Emsworth Loyal Volunteers
- 1806 Cricket match played between Havant and Horndean Clubs on Stockheath Common
- 1809 Havant Volunteers stand down
- 1810–1814 Forest of Bere enclosed
- 1815 Langstone watermill (Clarke's Mill) rebuilt by John Smith Lane
- 1819 Union workhouse opened in West Street
- 1820 Sir George Staunton purchased the lease of a house on the Leigh Estate
- 1821 Samuel Gloyne & Sons acquired the brewery site in South Street
- 1822 Homewell Brewery established
- 1822 Havant Town Mill rebuilt by John Crassweller
- c.1826 National School opened in Brockhampton Lane
- 1827 Sir George Staunton purchased freehold land from the Bishop of Winchester for £2,075 and became lord of the manor of Havant
- 1830 British School opened in Market Lane
- 1830 'Captain Swing' rioters pass through Havant. Threshing machine destroyed in Emsworth
- 1830 George Burrows started a carrier's business from South Street operating vans to Portsmouth and Chichester

- 1832 Robin Hood public house opened in Homewell Lane. Brewing and malting had been carried out behind this site prior to this date
- 1834 Earthquake felt
- 1836 John Barton, missionary to India and founder council member of Ridley Hall Theological College, born at East Leigh
- 1842 The Little family founded a timber and coal depot at Langstone
- 1847 London, Brighton & South Coast Railway line opened from Chichester to Havant
- 1850 The Old House at Home in South Street became a public house (and doss house). Previously it was the Laurel beerhouse
- 1851 Coastguards at the Langstone Station seized contraband spirits found floating towards the harbour
- 1852 Local Board of Health for Havant established
- 1854 Gasworks established
- 1855 Thirty-three public gas lamps erected
- 1855 Sir John Acworth Ommanney (b.1773) naval officer, died at Warblington House
- 1858 Police station opened in West Street
- 1859 London & South Western Railway line opened from Havant to Godalming, so connecting with Waterloo
- 1860 Havant pumping station opened by Borough of Portsmouth Waterworks Company
- 1860 Havant & Emsworth Volunteer Rifle Corps formed
- 1860–1863 The Admiralty purchased land at Langstone and built the Hayling Bridge Coastguard Station at a total cost of £2,404 10s 2½d
- 1861 William Henry Stone purchased the Leigh Park Estate
- 1861 Havant Branch of The Hampshire & General Friendly Society formed
- 1863 Hampshire Banking Company opened a branch in West Street
- 1865 Havant & Hayling Coal Company Ltd supplied coal at Langstone Quay at 23s. (£1.15) per ton or delivered in Havant at 24s. (£1.20)
- 1865 Railway line opened to Langstone Quay and in 1867 it was extended to South Hayling

- 1868 Havant Town Hall commissioned to be built by the architect Richard William Drew
- 1869 Anglican Chapel of St. Nicholas, Langstone built by Henry Williams Jeans
- 1870 Havant town hall (public rooms) opened
- c.1870 Havant Choral Society founded
- 1870 Havant's first state school is built under the Elementary Education Act
- 1870 Large areas of common enclosed including Havant Thicket and, South Moor
- 1870 Piped water supply installed
- 1871 Havant Volunteer Fire Brigade formed
- 1872 Wesleyan opened in West Street
- 1872 Cosham, Havant and Emsworth Water Order empowered Portsmouth Waterworks Company to supply water to Bedhampton, Havant and Warblington, *et alibi*
- 1873 Havant's two annual fairs abolished
- 1874 Major General Sir Frederick William John Fitzwygram purchased the Leigh Park Estate
- 1874 Miss Mary Charge built Lymbourne, now part of The Spring Arts and Heritage Centre
- 1875 Working Men's Club and Institute opened in West Street
- 1875 Soup kitchen and coal fund started
- 1875 Catholic of St Joseph opened in West Street
- 1876 Masonic Hall built in Waterloo Road
- 1877 'Lavants broke', flooding North Street
- 1878 Primitive Methodist opened in West Street, Bedhampton
- 1878 Havant Bonfire Boys formed to organize Guy Fawkes Night celebrations
- 1879 'Disastrous flood' reported, affecting North Street and West Street
- 1884 Havant School Board formed
- 1885 Havant Bonfire Boys disbanded
- 1886 Approval given for a new court house (to avoid having to use the Black Dog and Bear Hotel) to be built adjacent to the police station in West Street.

- 1888 Havant Club opened in rooms at the rear of the Bear Hotel
- 1889 The new White Hart built on the corner of North Street and East Street next door to the old White Hart in East Street
- 1889 Havant Recreation Ground (Havant Park) opened
- 1890 Congregational opened in Elm Lane to replace the chapel in The Pallant
- 1892 The Havant Club moved to its present building in East Street on the site of the old White Hart.
- 1894 Fever hospital (Joint District Hospital) opened
- 1894 Havant Rural District Council formed
- 1896 Havant Board School opened in Fairfield Road
- 1898 Gloyne's Brewery and six public houses sold to Emsworth brewers Kinnell & Hartley
- 1900 National Telephone Company opened an exchange in North Street
- 1903 Homewell Brewery and Samuel Clarke's other brewing interests, including 9 public houses, sold to George Gale & Co
- 1904 'Lymbourne' changed hands and was renamed 'Moorlands'. It is now part of The Spring Arts and Heritage Centre
- 1904 The new Wheelwrights public house opened in Emsworth Road replacing an earlier beerhouse
- 1907 Branch of Barclays Bank opened in North Street. By 1911 it had moved to 18 East Street
- 1907 Denville Halt opened (later changed to Warblington Halt)
- 1907-8 Quay constructed on Chichester Harbour at the end of Pook Lane, Warblington
- 1907 Portsmouth Corporation opened a telephone exchange in Brockhampton Lane
- 1909 Mains drainage and sewerage provided
- 1910 Havant Gas Company gained public lighting contract with Bedhampton Parish Council
- 1911 Rowlands Castle supplied with gas for public and private use
- 1913 First Girl Guide Troop is formed under Miss Norcock
- c.1913 Fred T Jane started a Scout Troop in Bedhampton

- 1913 Empire Kinema opened in North Street
- 1914–18 Langstone Towers used as an Auxiliary Military Hospital during the First World War (The Great War)
- 1914 Waldron House (now Kingsway House) East Street opened as a Soldiers' Institute
- 1916 Stent's purpose-built Glove Factory established in West Street
- 1919 It is believed that the Treaty of Versailles was written on Havant Parchment
- 1919 1st Havant Scout Troop formed
- 1921 Home Ambulance Service started
- 1922 Biden & Co's Havant Brewery at the Prince of Wales public house closed. The last Havant brewery to close
- 1922 Havant War Memorial unveiled
- 1923 Havant and Emsworth supplied with mains electricity
- 1924 Royal British Legion, Havant Branch, opened with meetings in St Faith's House in The Pallant
- 1926 Havant gasworks closed, having become part of the Portsea Island Gas Light Company
- 1929 Havant War Memorial Hospital opened
- 1932 Langstone windmill purchased and restored by Flora Twort, artist
- 1932 Havant & Waterloo Urban District Council formed
- 1934 Town Mill stopped working
- 1936 Outlying portions of the Leigh Park Estate sold to Parkleigh Investment Co.
- 1936 The Homewell parchment works closed
- 1936 Empire Kinema in North Street closed
- 1936 Empire Cinema opened in East Street
- 1937 New post office built on the corner of East street and Beechworth Road,
- 1938 Destroyer HMS *Havant* launched at Cowes, Isle of Wight. Sunk while evacuating troops from Dunkirk on 1st June 1940
- 1938 Railway station rebuilt to the west of North Street
- 1939–1945 Second World War anti-aircraft battery and searchlight

emplacement situated in Langstone Road

- 1939–1945 Sir David Robert Bates (1916–1994) worked on countermeasures to the magnetic mine
- 1939 Civil Defence First Aid Post opened in St Faith's Hall, in The Pallant
- 1939 Havant Joint District Hospital (previously Havant Fever Hospital) closed
- 1940–1956 Leigh Park House requisitioned by the Admiralty for the Underwater Counter-Measures Weapons Establishment
- 1941 Francis Harry Compton Crick (1916–2004) molecular biologist, joined the scientific staff at the Admiralty mine design department
- 1942 British Restaurant opened in Parkway
- 1944 Portsmouth City Council purchased Leigh Park House and 1,673 acres (677 hectares) of land
- 1946 'Moorlands', formerly 'Lymbourne', sold to Havant Urban District Council and used as an addition to the Town Hall
- 1946 Leigh Park Gardens maintained by Portsmouth City Council and opened to the public
- 1947 Work commenced on building the Leigh Park housing estate
- 1949 The first families moved into Bramdean Drive in the Leigh Park where weekly rents were £1 16s. 4d. The target was to house 23,000 people on the estate
- 1949 Havant County Secondary School opened in South Street
- 1950 Leigh Park Tenants' Association formed
- 1951 Havant Rugby Club founded
- 1954 Catholic of the Blessed Margaret Pole, Leigh Park opened
- 1954 Warblington Secondary School opened in Southleigh Road
- 1955 The Co-Operative Department Store was the first store to be opened in the new Park Parade Shopping Centre Leigh Park
- 1955 Fire Station opened in Park Way
- 1956 Production of Scalextric models started in the Havant factory
- 1956 Leigh Park Methodist opened in Botley Drive
- 1956 The rebuilt Hayling Island Toll Bridge opened

- 1957 Oak Park Secondary School opened in Leigh Road
- 1957 St Thomas More's Catholic Primary School opened in Hooks Lane, Bedhampton
- 1957 Leigh Park branch of the County Library opened in Stockheath Lane
- 1957 Bosmere County Junior School opened in South Street
- 1958 Methodist opened in Petersfield Road
- 1958 Havant Town Mill demolished
- 1958 Broomfield Secondary School opened in Middle Park Way
- 1959 Leigh Park House demolished
- 1959 Tampax factory opened in Dunsbury Way, Leigh Park
- 1960s The watercress beds in the Lymbourne Stream closed due to pollution
- 1960 Tolls abolished on Hayling Bridge
- 1960 Stent's glove factory closed
- 1960 Kenwoods factory opened in New Lane
- 1960 The Portsea Island Mutual Co-Operative Society opened a branch of its Funeral Director's business in Dunsbury Way, Leigh Park
- 1961-62 Market Parade built
- 1962 The parish of St Alban's, West Leigh formed with the Reverend Michael Bourne as the first Priest in Charge
- 1963 Hayling Billy Line closed
- 1963 The of St Francis, Leigh Park, was consecrated
- 1963 Colt Ventilation and Heating factory opened in New Lane
- 1964 The Havant Automatic Telephone Exchange opened in Elmleigh Road
- 1965 Havant By-pass opened by Tom Fraser, Minister of Transport
- 1966 Greywell Precinct, Leigh Park, opened by the comedian Sid James
- 1966 IBM announced plans to build a manufacturing plant at Havant
- 1966-1969 Extension of the Leigh Park housing estate at The Warren
- 1968 IBM opened a manufacturing plant at Langstone
- 1969 The 'Sixpenny Six' led by Havant Borough Councillors George and Betty Bell jailed after refusing to pay 1s. (5p) entrance charge to Leigh Park Gardens, increased from 6 pence by Portsmouth City Council

- 1970 Entrance charge to Leigh Park Gardens abolished when Havant Borough Council agreed to share the cost of their upkeep
- 1970 Coal gas replaced by 'Natural' gas in the Havant area
- 1970 Wakeford School opened in Wakefords Way
- 1970 The Homewell Spring ran dry for the first time
- 1971 Sir Alec Richard Rose (1908–1991) yachtsman, retired to Havant
- 1972 The disused Havant Joint District Hospital demolished
- 1973 Queen Elizabeth II passed through Havant on her way to Portsmouth Dockyard
- 1974 Havant became a Borough
- 1974 Incinerator opened
- 1974 Havant Hockey Club won the first of four National Hockey Championships
- 1974 A swimming pool opened at Havant Leisure Centre
- 1974 Havant College opened
- 1977 Havant Civic Centre opened
- 1978 Havant Borough Council moved out of the Town Hall and the Havant Arts Centre was created
- 1979 Moorlands opened as the Havant Museum
- 1979 Lavant culvert burst, flooding North Street, Havant
- 1981 Langstone Village Association set up
- 1982 Havant Leisure Centre opened
- 1983 West Street pedestrianised
- 1983 Sir John Whitaker Fairclough (1930–2003) computer engineer and public servant, given charge of IBM UK's research and development
- 1991 Meridian Centre opened
- 1994 Tour de France passed through
- 1997 Havant incinerator closed
- 1997 Traffic calming measures introduced in Middle Park Way and Purbrook Way, Leigh Park
- 1998 Waterlooville Football Club merged with Havant Town Football Club to form Havant & Waterlooville Football Club

- 1999 Kenwood's ceased manufacture at its Havant factory and production was moved to China
- 2001 Catholic of St Michael & All Angels, Dunsbury Way, Leigh Park destroyed by lightning
- 2003 Tony Oakey of Leigh Park won the World Boxing Union Light Heavyweight Championship
- 2006 Oak Park Children's Hospital opened in New Lane
- 2006 New bus station opened
- 2008 Havant & Waterlooville Football Club lost 5-2 to Liverpool at Anfield in the 4th round of the FA Cup after leading twice
- 2009 Havant Brewery, a microbrewery, opened in Cowplain
- 2009 Havant Arts Centre and Havant Museum merged to form the Spring Arts and Heritage Centre
- 2010 Havant Academy, formerly Staunton Park Community School, opened
- 2011 Havant's refurbished civic centre was re-named the Public Service Plaza
- 2011 Havant War Memorial Hospital closed
- 2013 Havant Brewery moved to Brockhampton Lane thus bringing brewing back to Havant
- Havant Crematorium opened.

Many of these events are described further in the various volumes of *The Making of Havant*.

Havant in 1842

Havant in the early part of Victoria's reign was very like the Havant of the previous 200 years. It was a working town, its industries being farming, chalk quarrying, lime burning, malting and brewing, tanning, parchment making and brick making. A good picture of the settlement can be obtained from the Tithe Map of 1842.

To the 2,000 inhabitants of Havant the street pattern was simple. West Street was part of the Chichester to Portsmouth road; a road from the harbour ran north from Brockhampton Mill and Hart's Farm up to Stock Heath – now Brockhampton Road and Staunton Road. (Sir George Staunton was the Member of Parliament for Portsmouth in 1842.) A road ran from Langstone to Rowlands Castle, crossing West Street at St Faith's Church as South and North Streets. Brockhampton Lane, picked its way through springs as a direct route from the to the Hart's Farm area. The springs lay just south of West Street and between them and the edge of Langstone Harbour lay a major part of Havant's 619 acres (250 hectares) of meadows and pastures with such names as Bottlehole Pasture, Boiling Meadow, Filbert Meadow and Perry Meadow. Directly below the springs lay the water meadows, and below Havant Mill were meadows receiving water from the mill pond on Sundays, the Upper and Lower Flash Fields. The arable land was understandably mainly to the drier north of Havant. With six malthouses and five breweries in the town it is possible that some of the 968 acres (392 hectares) of land were used for growing barley.

From the sides of Bedhampton Hill chalk was dug from a number of quarries. Some was burnt in adjacent lime kilns and some was taken across Forty Acres to Chalk Quay, which was just west of the Broadmarsh roundabout on the A27, the closest part of the coast, and loaded into barges.

A well-known inhabitant of Havant in 1842 was Samuel Gloyne. He lived in West Street. His property included a brewery, a malt house, the George and Bear Inns and the Black Dog public house. Standing outside his front door he could look across to his malthouse, now demolished and Milestone Point built in its place. His back garden ran down to the stream now bordering the park and he had, as did his neighbours, a small bridge to take him into Town Pasture. Not a building in sight to the north other than those of a gradually growing North Street.

Turning down the narrow West Street he would pass, a few doors from his malthouse, two 18th-century cottages of honest simplicity standing next to a small brewery owned by William Mathews and worked by Mark Frost.

The spring used by the brewery is now buried under the north-west corner of the car park. Part of the brewery building, probably a store, is now the Bon Baguette. Walking on the south side of the road Mr Samuel Gloyne would pass the Fountain Inn, houses and yet another brewery.

Hammond's Brewery, which was large for those days, stood on the south-west corner of Park Road South and West Street. Mr Gloyne would here cross the Lavant Stream as it passed under Starr Bridge. Between it and Brockhampton Lane was yet another malthouse. Built on a plot belonging to Elizabeth Lock, it was rented by John Clarke. Across Brockhampton Lane stood Gloyne's public house the Black Dog, which has parts dating from probably circa 1500. Continuing along West Street Mr Samuel Gloyne's nose would have identified Hewitt's Tanyard, now the site of the Portsmouth Water Company's offices. On the north side of West Street was a house with an old fire mark, circa 1780, and the new workhouse. Here continuous flooding stopped.

What sort of people lived in West Street? The 1851 census includes the following tradesmen and women – hatter, printer, dressmaker, druggist and stationer, ostler, harness maker, grocer, cordwainer, cook, tailor, shoemaker, butcher, brick maker, wheelwright, cabinet maker, blacksmith, glove maker, washing contractor, tent maker and faggot dealer.

South of Hewitts' tanyard, across Upper Meadow and Boiling Meadow stood Thomas Land Foster's tanyard on Brockhampton Road. This was built with a shed over Brockhampton Stream. Further on down Brockhampton Road Mr Samuel Gloyne would pass Home Meadow, Broadwater Meadow and then Broadwater where the stream had become the Brockhampton Mill leat, a good acre (0.4 hectare) in area with Hart's Farm on the west side of the road. He would be able to see, just into Brookside, the Roman Catholic chapel, a substantial building in the care of the Reverend John Kearns. Towards the sea lay Budds Farm. From the east end of Brookside he would look across Ann Watt's 40 acre (16 hectare) pasture, now the Langstone Technology Park, and see Havant Mill, owned by C Longcroft and worked by John Wyatt.

In South Street Mr Gloyne would see a great deal still visible to us today. Charles Longcroft's Hall Place was as it is now, it's now developed walled garden, The Parchment, leading up to the stables since converted into Hall Place cottages.

Opposite was the carrier's office for Hayling; on the right Orchard House, occupied by William Softly. The area between South Street and East Street was a series of orchards. In South Street were many examples of the 'Fareham chimney pots', typical of pre-1850 buildings in Havant. Handmade in Fareham, they were tall, widening towards the base, the top decorated with white slip; each one different from the last. On the left of the street stood the house and yard of James Moore; his name and the date 1836 are still cut in the north wall of the yard. Next came the malthouse of Anne Jolliffe. Still standing and looking like a badly roofed shed, this building has been re-fronted. Across the road were Samuel Gloyne's own malthouse and brewery. In 1842 the timber framed Old House at Home was shown as two dwelling houses with yards owned by William Lellyett.

Turning along the path on the south of the yard Samuel Gloyne would find Isaac Andrews' Homewell House and brewery with adjacent coal yard. From Homewell to West Street only the Robin Hood public house is left from Samuel Gloyne's day, still an obvious rebuild of two cottages, thanks, it is rumoured, to some stonemasons of 1832. Such beerhouses were thought of, in the early 1800s. as contributors to the unrest which resulted in the agricultural riots of 1830, The rioters were in Havant on 18 December 1830, passing through on their way to Westbourne. Radical newspapers were supposedly read to drinkers by beerhouse keepers.

Behind the Robin Hood stood a malthouse, owned by Sarah Astridge and worked by David Coldwell. Homewell spring was owned by Charles Fauntleroy and described as a garden, yard and store. (There is no mention of a parchment works in the 1842 Tithe Index.)

At the join of Homewell and West Street, inset into the yard where the telephone box now stands, was the house of Elizabeth Hewitt, occupied by John Little. Later, and no doubt then, this was a corn chandlers, a retail outlet of Havant Mill, where Havant housewives would buy flour by the sack.

On the corner of South Street and East Street a block of three houses and gardens were owned by John Bulbeck. In later Victorian days the corner shop was Bulbeck the drapers. Just inside South Street, Walter Lellyett had a house and coal yard, the coal being brought from the quay at Langstone, doubtless in the two-horse carts with wide rimmed wheels that were standard in those days.

If West Street was commercial, East Street was residential. Contrary to the usual practice, the better-off Havant folk lived at the east end of town where prevailing winds would give clear indication of the brewing and tanning

industries. Mr Gloyne's walk down East Street would be short; a mere 300 yards (274 metres) ending at Town End Pasture. First, on the north side, houses, then the White Hart, more houses, and then Gloyne's Bear Inn, a large Georgian coaching inn. Mr Gawn lived in Magnolia House, and next door Mr John Bannister lived in a cottage. This was demolished when the now demolished Empire cinema was built. Next was Elizabeth Osborne's house, shown in its recent demolition to be timber framed. Finally in the north-west corner of Town End Pasture, lived Mr Moore in the flint cottage now in Beechworth Road. On the south side of East Street stood the impressive house The Limes, described as a house and lawn occupied by Mr William Hobbs. A passageway from East Street led to Spring Garden cottages – perhaps a reference to the spring providing water for Mr Gloyne's South Street brewery.

North Street was not a town street but a country road. The first 30 years of the 19th century were the golden age of coaching. Many stage coaches on the London to Portsmouth run would travel from Petersfield through Buriton, Rowlands Castle and Havant and then to Cosham and Portsmouth thus avoiding highwaymen and footpads in the Forest of Bere. On his last journey to Portsmouth in 1805 Nelson is thought to have used this route. Mr Gloyne's George Inn in North Street, a few yards (metres) up from the cross-roads no doubt lived on this traffic. Opposite The George Inn the Pallant ran east as far as the town animal pound where sheep, cattle, goats etc. found roaming the streets were placed until a fine of a few pence was paid. On the south side of The Pallant stood the Dissenters' Chapel, the Minister, Mr William Scamp living in a neat Georgian terrace house opposite. House was then the house, lawn and garden of Christopher Stevens, Esq.

North of the George Inn, was a sprinkling of cottages, mainly on the west side. Above Prince George Street the east side of the road carried the ditch of the Lavant Stream. The two fields bordering the Rowlands Castle road (now Leigh Road) were still known as Boys Butte (a short strip of land, possibly a relic of the open field system of agriculture in Havant) although many years had passed since bow strings twanged on Sunday mornings.

In 1841 Thomas Cook ran his first railway train excursion. Most of the stage coaches were gone and the mails had been given to the railways. North Street had no railway station and there is little evidence that the influential townsmen of Havant were interested in a railway. The projected Direct London and

Portsmouth Railway of 1844 was to pass through Bedhampton and then cut across to Bartons Bridge missing Havant altogether.

Havant in 1842 was a busy, hardworking country town due to change little in the next 50 years.

Working Life in Havant

Situated, as it is, at the crossing of two ancient roads, the settlement of Havant has encompassed many differing occupations. The road running from east to west carried travellers from the Roman settlement at Chichester to Southampton and to Winchester. The south to north route was the Salt Way, established long before the Romans came to these islands. The oldest industry was undoubtedly the making of salt, dating from pre-historic times. In 1868 Joseph and Charles Lane of Langston Mill called themselves 'Salt Merchants'. In 1728, William Phillips was killed by the over-turning of a load of salt and was buried in St Faith's churchyard.

The two important routes, coupled with the abundance of water in the locality and the good soil, provided the inhabitants of Havant with their livelihood.

The waters of Chichester Harbour were much deeper in the early 19th century and deep water vessels and barges tied up beside the quay at Langstone. The sea itself provided food in the form of crabs, oysters, winkles and various sorts of fish. When a catch of mackerel was landed on Hayling beach in the early 1900s, 'Fishy' Burgess, the mackerel seller, would lead his horse and cart through Havant streets yodelling: *Hayling Bay Mackerel*. Gravel was dredged from the harbour bed and landed at the quay. Coal and other goods were transported from Portsmouth, and from other quays along the south coast. Fish was sold at the corner of Homewell for over 150 years, and for much of that time the business was served by the same family. The last vendors were Mr George Matson and his sister Mrs Winifred Stagg, who, when they closed the wooden shutters of their shop, Southern Fisheries (Hampshire) Ltd, ended a 70-year family association with the fish trade. Other occupations connected with the sea were those of the excise officers, who kept a watchful eye on proceedings and exacted the taxes due, and the coastguards who lived in cottages adjacent to the Ship Inn.

One of the most famous products of Havant was connected not with the sea water but with the ample supply of spring water which bubbled up all around the area. This was parchment, which was made mainly near to the Homewell

spring in the centre of Havant. Animal skins were also used in other industries, such as tanning (Francis Foster of Brockhampton Road and later Tebbitt Bros Ltd) and glovemaking (Alfred Stent).

The spring water and the many streams in the area were important to the milling and brewing industries. A Hampshire directory of 1784 lists five maltsters – William Boggis, William Brown, William Cook, Thomas Downer and Richard Putnam and three millers – Messrs Griggs, Messrs Knapps and Woodman and Son.

These industries provided the livelihood of many of the residents of Havant, not just in the manufacture of the goods, but in the transporting and retailing of them. Thus, clerical workers were required, carriers of goods, wine merchants and, of course, the inns where the travellers could stay and taste the ale and beers produced in the local breweries. The cooper made the barrels in which the liquor was stored.

Water was also important to agriculture, which provided the main occupation of the area, that of farmer and farm labourer. The produce of the land enabled the miller to produce the flour, the maltster to supply the malted grain for the manufacture of beer, and the by-products were used for animal consumption and fertilizers for the fields. Root crops were also grown for consumption by both humans and animals. In 1879, ten acres (4 hectares) of turnips were offered for sale. The cows provided milk for the milkman to deliver. He took it to the houses in large containers and ladled it out with a metal measure into the housewife's jug.

In turn, the animals kept on the land provided work for the shepherds and cowmen. The livestock was sold in the market giving work to the auctioneer and bought by butchers who killed the animals on his own premises. Nothing was wasted, the meat would be sold, sheep skins would go to be used for parchment or gloves, other skins made in to leather and the bones used to make glue.

The farmer needed to have farm implements made and repaired and this was the work of the blacksmith, a most important member of the community. The local forge was often the centre of attraction, and gossip could be exchanged as men waited for their horses to be shod. It was also a popular place for children who were fascinated by the red glow of the iron and the shooting sparks as the horseshoe was made on the anvil. The blacksmith was never without work. He made railings and gates for the gentry, tools for the farmer and repaired pots and pans for the poor. William Reed of West Street and William Slaughter of the

Pallant were blacksmiths in 1847, and in about 1850 Mr English had a Smithy in The Pallant. Green Pond at Warblington was the site of a blacksmith's forge until early in the 1900s. The pond was filled in in 1915.

The wheelwright made the wheels for the carriages and carts, the saddler made the harnesses and saddles for the horses and the carpenters and coach-builders made the carts and coaches. A 1792 trades' directory lists Thomas Lee as a chair maker.

Often a carpenter, besides making furniture and window frames, would also be the coffin maker. Walter Canner (1891) was a carpenter, undertaker and venetian blind maker. Towards the end of the 19th century many occupations had become specialised. There were builders such as Carrell Bros of The Pallant, cabinet makers W Leng of East Street and E Scarterfield of West Street, and coach builders Linnington Bros of North Street.

Pigot's Directory of 1830 lists under painters, plumbers and glaziers, two names, Charles and George Arter and William P Osborn both of West Street, and under stonemasons, James Moore of East Street.

The taverns and inns gave employment to many. Servants cooked and served the food and cleaned the rooms. The horses had to be stabled and fed and the lamps lit. Around 1830 post coaches called daily at the Dolphin Hotel in West Street on the journey from Southampton to Chichester. The *Defiance* stage coach from Portsmouth called at the Dolphin Hotel and the Bear Inn each morning at 9am and, on its return from Brighton, called again each afternoon at 4.30pm. In the early 1900s Chase's omnibus ran twice daily between Hambledon and Havant Station.

Goods were transported by carriers and these often picked up their goods and delivered them at local inns. Some carriers operated over long distances e.g. Vicks Waggons to London (1830), and some concentrated on more local deliveries e.g. Martha Burrows (1871).

Clothing was made locally and the makers often worked in their own homes. The 1792 trades directory lists Philip Austin, James Bannister, Thomas Pink and Richard Softly as tailors (spelt taylors), and John Bulbeck as taylor and mercer. In 1784 John Cole and Mrs Hoare were collar-makers, and James Stapely was a breeches-maker.

Other workers in the clothing trade were Mrs Mary Poate and Miss Sarah Rant, stay makers, and Mrs Mary Tigwell and Mrs Eliza Bartlett, straw hat makers (both 1847), Charles Butcher was a tailor and hatter (1847), Martha Parker, aged

15, was a dressmaker's apprentice, and Catherine Aslett, aged 21, was also a dressmaker and lived in West Street (census returns 1851). Materials for clothing were purchased from local shops or from travelling salesmen. Mrs Marshall is listed in 1784 as a woollen-drafter. The 1890 almanack mentions Hurst & Lovegrove as dressmakers and milliners, North Street, and goes on to state: *Mourning orders quickly executed, dresses turned and modernised.*

Footwear was made to order, fine leather for the gentry and tough boots for the labourers. Clogs were also made. Richard Sharp was a cordwainer (shoemaker) in 1792. Messrs Veare were boot and shoe makers of West Street and East Street, they were established for nearly 200 years. In the early years of the 20th century, Abraham Reeve was a boot-mender in North Street. He was rarely seen without his tough leather bib apron.

Underwear and other knitted goods were made by the hosier and James Watson had that as his trade in 1792. At this time wigs were worn and had to be made and fitted. This was the job of James Stapley listed as peruke maker and book binder. JA Fleming (1878) East Street was a hair cutter and ornamental hair manufacturer. He sold combs, brushes, all kinds of perfumery and walking sticks. Earlier, in the 1830s Walter Hawkins of East Street was listed in local directories as a hairdresser and bird and animal stuffer.

The tin-man, P Powell, who lived in a cottage in West Street in the early 20th century, mended all kinds of household articles, pots, pans, kettles, etc. He was known as 'Tinker Powell', a nickname which was passed on to his son, Bernard.

Many people had more than one trade. John Mason (1792) was a grocer, tallow chandler and soap boiler. John Lellyett was a watchmaker, silversmith and gunsmith. Thomas Ireland, a brazier and tin-man. James Horton, a hog-butcher and shopkeeper. William Oxford was a basket maker and toy-man. A toy-man sold various small articles for personal and household use.

The 1851 census reveals that Johanna Watson and her son Philip were washing contractors and Mary Bulbeck, aged 16, was a blanket washer. At the beginning of the 20th century Miss Little's hand laundry stood in West Street.

An advertisement in the *Hampshire Telegraph and Sussex Chronicle* in June 1846 offers the post of 'Master and Matron for Havant Workhouse'. Salary £60 per annum in addition to their rations.

Charles Beazley, aged 22, was a police constable in Havant in 1851. The name of Longcroft was well known in Havant and the 1847 *Kelly's Directory* describes John Charles Longcroft as: *Solicitor, clerk to the Havant Magistrates, deputy*

coroner for the county and master extraordinary in Chancery. Also mentioned in the directory are four surgeons, John Bannister and Edmund Hicks of East Street and James Robins and Miller & Spong of West Street. Thomas Dines was a veterinary surgeon.

The South Hants Drug Company in West Street (1890) advertises its services as:

Dispensing Chemists, Operative Dentists, Druggists and Patent Medicine Vendors, Homeopathic and Veterinary Chemists, Surgical Instrument Sellers, Aerated Water Manufacturers – (special attention is given to the manufacture of these drinks which are warranted pure, the factory having direct service from the Brockhampton springs) – Wholesale and Retail Dealers in Household and Laundry Soaps, Scented and Toilet Soap.

In the 1960s three jars of 'Areca Nut Toothpaste' were found in Davies Pharmacy, West Street. These had been prepared by White and Chignell, Chemists, in about 1885. Some of their recipes for preparations such as mosquito lotion, dog pills, salad cream, ginger beer, powder etc. are also in existence, all beautifully written in copperplate handwriting.

Assistants serving in the shop in 1869 were expected to be of suitable height and appearance and preference was given to members of the Congregational Chapel. The positions carried a salary of £45 per annum.

One of the commodities sold to local doctors was leeches, 'Best Hambro Speckled Blood Suckers', they were purchased from London at 10s. (50p) per 100.

GR Standing (1890) kept the Havant Tea, Grocery and Provision Stores, North Street and proclaimed: *Dairy fed pork; noted for home-made sausages, families waited on, orders punctually attended to.*

The Havant Furniture Stores (1890) advertised:

W Leng's special baby bassinette, let on hire, with reversible hood, bicycle wheels, rubber tyres, cheaper than ever, a large quantity of second hand furniture to be sold extra cheap, 5 per cent discount for cash.

Agate and Conway (1890) of East Street were florists, fruiterers, and seedsmen and advertised: *Wedding bouquets and wreaths etc. made to order.*

Music was provided by the South Hants Music Warehouse, North Street (Proprietor – White and Chignell). Sheet music was sold and pianofortes,

American organs and harmoniums were available on a three year hire purchase system. A piano tuner worked from the music warehouse.

George Whicher, family butcher of East Street advertised: *Corned beef and pickled tongues always on hand.* A Wade, fly (one horse hackney carriage) proprietor of South Street boasted: *Hire carting punctually attended to, close or open carriages, large wagonettes for picnic parties, pony carriages etc. available.*

A well-loved character in Havant was William Scorer of North Street who had so many talents and occupations that it is difficult to list them all. He was a watch and clock maker, jeweller, optician, photographer. He sold 'The Celebrated Waterbury Watch' for 10s. 6d. (52½p) and gold watches in variety from £2 to £20. He warned the people of Havant against buying:

Cheap rubbish offered by dealers out of the trade as they can rarely be relied upon. He went on to say: *NOTE – A report having been circulated by some jealous minded persons that I am unable to manufacture the various parts and movements of clocks and watches, I invite anyone so inclined to inspect my workrooms and see any parts made.*

He made musical boxes and cameras, sold concertinas, accordions and sewing machines, took photographs in the studio and at home. He was also the agent for the following insurance companies: British Empire, Mutual Life, Imperial Union Accident, Yorkshire Fire and Life, and Protector Carriage and Horse.

Schools also provided jobs for Havant's inhabitants. There were several, and both men and women were employed as teachers in private and Board Schools. An 1849 newspaper advertisement invited applications for the post of: *School Master and School Mistress (Man and Wife) without encumbrance.* Salary for both was 45 sovereigns (£45) per annum with board and lodgings. Another 1849 advertisement was for a school mistress for Havant Union Workhouse. It said:

She will be required not only to attend to the moral and religious training of the children but to teach them Industrious Habits, in order to their afterwards being useful as domestic servants. She must be in every respect well qualified to fill the situation, will have to pass the Examination Board of the Government Inspector of Schools and will be subject to the Regulations of the Poor Law Board. The salary (besides the usual rations of the Workhouse) will depend upon the Certificate of the Inspector but will not be less than 25 Sovereigns (£25) a year.

Librarians looked after the books in the Tradesmen's Library at the institute. A newspaper report in February 1884 of the Petty Sessions records that 60-year-old Eliza Barry went into the George Inn in North Street and offered books for sale. She did not have a pedlar's licence and was sentenced to seven days imprisonment in default of paying a fine of 5s. (25p).

From 1847 The railway offered employment to ticket collectors, drivers, platemen and porters, and with its rising popularity the use of wagonettes and carriers declined.

Sporting activities also provided work for some, pleasure for others, There were athletic, cricket, lawn tennis and football clubs, and these games gave work to the groundsmen and coaches. Cycling became more popular at the end of the 19th century, and touring clubs were formed. Cycle repairers were in evidence, and cycles could be hired for use.

The fire service was another occupation, and Mr Fred Brazier who joined the service in 1890 served for 56 years. He recalled that in early days there was a siren in the yard of Messrs Stents (Glove) Factory, and this, aided by two boys who ran round to each fireman's house, was the method used to inform them of fires. In 1935, maroons and bells were used.

The gas and electricity and water companies also provided work. Banking was a much respected occupation, and the opening of Havant Hospital provided work for nurses. Nurses were also employed to attend the 'Working Classes' for confinements and sickness (not infections) and a scale of charges was laid down. A clause stated that: *The nurse is not allowed to receive any gratuity, nor wine beer or spirits from those she attends.* The scales of charges were graded 1st to 4th class and varied from 2s. (10p) 4th class, to 10s. (50p) 1st class, for attendance at an operation. It was not disclosed whether the grading of 1st to 4th class applied to the nurse's capabilities, the patients' ability to pay or the degree of nursing involved.

Other occupations included surveying, architecture, estate agents, authors and artists.

An important occupation not yet mentioned was that of baker. The daily baking of bread, pies and cakes was not the only function of the bakery. In earlier days many families took their Sunday dinners to the bakery to be cooked. The Christmas turkey was usually taken to the butchers to be prepared for cooking and to the bakers early on Christmas morning.

Bundles of faggots (small twigs) were burned in the brick ovens and when the bricks were hot the ashes were cleaned out and the risen loaves put in to bake. The faggot seller collected the twigs from the surrounding thickets and sold them to the bakery. Many homes also had a baking oven built into the side of the fire chimney and baked at home.

In the early 1900s the muffin man was a familiar sight, with his tray on head and clanging bell. Another regular worker in the streets of the town was the lamp lighter armed with a large pole and a taper, and sometimes a ladder as well.

As travel and communication became easier the self-sufficient life of Havant's inhabitants gradually changed. Ready made goods became available and many 'home industries' disappeared. People were able to live away from their places of employment and travel daily to their work. The advent of the big chain stores has gradually forced many small businesses to close their premises and Havant has sadly lost much of its individuality.

Shipping in Chichester and Langstone Harbours and other Matters

The Chichester Canal

On 7 July 1817 an Act of Parliament was passed for making and maintaining a Navigable Canal from the River Arun to Chichester Harbour and from there to Langstone and Portsmouth Harbours and for improving the navigation of the harbours of Langstone and channels of Langstone and Thorney. By September 1822 the sections of canal linking Portsmouth and Chichester were open to navigation, thus establishing a continuous system of waterways from London to Portsmouth.

The canal was routed through the open waters of Chichester and Langstone Harbours, instead of following the Chichester to Portsmouth road as previously planned. This was probably due to the rapid development of the steamship. The canal company built the steamship *Egremont* for use in the open waters, and by 1836 they had acquired four steamships.

Goods from London for Chichester or Portsmouth were carried as far as Birdham in horse-drawn barges; the Chichester to Birdham stretch permitted vessels 85ft (26m) long, 18ft (5.5m) beam, 7ft (2m) draught. The *Egremont* was apparently unable to enter the canal (possibly the paddles made it too wide) and

it plied between Birdham and Portsea through the waters of Chichester and Langstone Harbours.

The canal continued as a canal from Langstone to Fratton and Portsmouth, the old basin was at the junction of Arundel Street and Commercial Road. The journey by the steam vessel from Birdham to Portsmouth took one day.

The decline of the canal was rapid, due mainly to the opening in 1841 of the London to Brighton railway, which was extended to Chichester in 1846 and to Portsmouth in 1847.

Barge Traffic

In the sheltered water of Chichester, Langstone and Portsmouth Harbours plied small barges known as Langstone Barges. These were flat bottomed and ketch rigged. Some had transom sterns similar to the Thames barges, others had sharp or 'nip cat' sterns.

The first barges used in the harbour were sailing barges, but later on they were fitted with engines. They were mainly employed in carrying coal and shingle.

The rotting hulk of the *Langstone*, much used in the shingle business, can still be seen at Langstone by the Old Mill. This barge had a large single cylinder 17 horse power two stroke Widdop engine. To start it one heated the top with a blow lamp and then spun a large fly wheel. The resulting 'pop, pop, pop!' could be heard all over Havant. The *Langstone* was later used as a starter boat in sailing races.

Two flat bottomed barges were *Nellie* and *Viking*, commanded respectively by Captain Stanford and Captain Jarret. The ketch *Glady* was not purpose built for local trade; she was too tall and had too much draught. She was used for carrying grain from Langstone to the west-country, and for the coal trade from the north-east coast. When used for shingle, she was employed in getting material from the high shoals of the Needles which were more on a level with her high decks.

Three Portsmouth barges, *Pet*, *Mab* and *Laurie* each carried 30 tons of shingle when fully laden. *Fortis* and *Asphodil* were coal barges.

On Bank Holidays the barges were loaded with local people, dressed in their best, and out to enjoy a trip round the harbour.

In the great freeze of 1895 barges were held in the ice for two months.

There was a trade between Langstone and Cherbourg in granite chippings for road making, Langstone being the cheapest port. The barges were French, and were all destroyed or torpedoed in WW1.

The story is told of one barge skipper's wife who would wear an expensive and ornate hat bought in Havant on the trip to Cherbourg, where it would be sold to a hat shop for a good profit. The good lady always returned in a beret.

Barges also used a quay at Bedhampton known as Chalk Dock Lake and took lime or chalk quarried from 'back hill' Portsdown and corn and malt from the mill at Brockhampton.

Later the Hampshire County Council brought in road grit from Cornwall in the barges *Plymouth Trader* and *Plymouth Freighter* and the Dutch freighters *Jakobus* and *Eban*.

Barge *Albert* ran a nine hour trip to and from Southampton with ballast and corn. In 1842 the Little family founded a business carrying material by barges, also timber and coal businesses. They had a depot at Langstone, and a brick building as a store, later demolished in a gale.

The Littles' barges were used mostly to obtain shingle from the shingle banks, e.g. the Winner off Eastoke, Hayling Island, of which the Little family held the lease. The barge would leave two hours after high tide to go to the shingle banks. To load would take about four hours; the shingle was first shovelled from the bank on to the side decks and then from the decks into the hold. The return would be on the flood tide, on which the barge would float off the shingle bank.

At the quay the unloading would be in reverse – first thrown from the hold to the deck then deck to wharf. There was no mechanization; everything was done by hand. The licence to extract shingle stipulated no mechanical aids. The quantity of shingle brought in would be assessed by Mabel Little by observation and not by measurement, and this assessment was never questioned. The shingle was sold readily to local builders and for road making. A charge of ½d. (1½p) per ton was made to other barge owners using Eastoke.

Profits for each trip were shared by the three man crew. For one-week's work in 1937 each man earned £5, which was good pay in those days. There were times when the weather made conditions so bad that no work could be done and no wages received.

The Littles also stored organic bone manure, obtained from the Plymouth Chemical Works at Plymouth. This trade was probably the result of the Act of 1817 which stated that one of the aims of the canal undertaking was: *To promote the improvement and better cultivation of the circumjacent [adjoining] country by the conveyance of manure*. The manure was carried by *Saphire* of Portsmouth, *Minnie Flossie* of Milford and *Prosperous* of Plymouth, each holding 50 tons. From

Langstone it was distributed to the estates at Idsworth and Arundel Castle, or sold locally to builders such as the Carrells.



Unloading shingle by hand at the Langstone Quay.

At the wharf Albert Little was followed by Ernest and then Mabel, a spinster. Mabel was quite the 'Lady Mayoress' of Langstone, energetic, popular and public spirited. A good pianist, she was equally good at supervising the unloading of a sand barge and collecting the dues from coal, stone or bone manure barges using the wharf.

The family continued to operate the wharves until 1939. During the early part of the 20th century the coal business was operated by Mr Ernest Little, and Mr Graham Little looked after the shingle and sand side. Mr Sid Little was working on the barges in 1937. He was so expert he could find exactly the grade of shingle required for the order in hand.

Mr Graham Little died in 1974 aged 86. He was the last of the family who operated the barge business. He was born in the former toll-house of the Hayling Bridge and was one of the best loved members of the Langstone community; his advice on tides and shoals was in constant demand. He was one of the founders of the Langstone Sailing Club.

Wade Way

Before the building of a bridge to connect Langstone with Hayling Island, the journey across at low tide was by a flint path called the Wade Way. In rough weather it was covered by the tide for 24 hours and was often impossible to cross. It was made permanently unusable after the channel had been cut or dredged to improve navigation following the 1817 Act.

The Bridge

By an Act of 1823 a wooden bridge was built and opened in 1824. It was provided with a swinging section for the passage of shipping.

The Little family's connection with the bridge began in 1839, and in 1853 the company obtained a lease dated 1 November to collect tolls on the carriageway of the bridge. The lease was in the sum of £240 per annum. The family held the lease of the toll bridge until 1878, when it was taken over by Mr Godwin, paying a rent of £365 to the railway company. The first bridge was replaced by the present structure which was opened on 10 September 1956.

When in 1824 the cut was made through the Wade Way a quay was built by the Hayling Bridge Co. which gave the first transport facilities to Havant other than by the turnpikes. This quay was called the Lower Quay, and when the railway bridge was erected by virtue of the Hayling Railway Act of 1860, the quay became situated between the wooden bridge and the railway bridge.

A specially built rail siding connected to Lower Quay was for the reception of the rolling stock for transfer to the Isle of Wight railways. This rolling stock was run straight on to the purpose made steamship called the *Carrier* which had two tracks through her to receive it. The siding became known locally as the 'Carrier'.

A quay was built by Mr Inman in 1907/8 at the end of Pook Lane. Mr Inman intended to develop the area of Wade Court but was stopped by WW1. He built the quay to unload building material. It was not much used later except by people requiring shingle and sand for building Warblington Avenue about 1911.

Winkling

Boats would set out for mud winkle beds off the Isle of Wight and Farlington being gone two or three days. Winkles were brought back for Mr and Mrs Russell who owned the winkle business. The house now on the corner of Langstone High Street and the sea front was previously a shed for the sorting, storage and marketing of winkles.

Regattas



The *Langstone* dressed for the 1912 regatta.



All the fun of the fair when this photograph was taken in front of the Ship Inn. There was great entertainment with roundabouts and side shows. Shellfish was on sale and a good supply of water pistols that could be a nuisance but taken in good part. It was a public holiday in Havant and was well patronised by people from around the area. The highlight was a water carnival on the mill pond in the evening with private pleasure boats, owned by local residents, were launched and illuminated with candle fairy lights for the boat procession. An oil merchant in West Street owned such a boat. Miss Mabel Little played an important part in organising these regattas.

Cockling

Cockling was and is still carried on in the local waters.

Oysters

There were also oyster beds at North Hayling with a narrow gauge railway running to them.

Mills

A unique feature of Havant is the plentiful supply of water which led to its being a centre of various water based industries. One such industry used the energy of the water on its way to the sea, others such as brewing, tanning, and growing watercress for example, used the water because of its quality. Inside the parish boundary sprung on average some 90 million litres of water a day and there are the remains of two once fairly powerful streams.

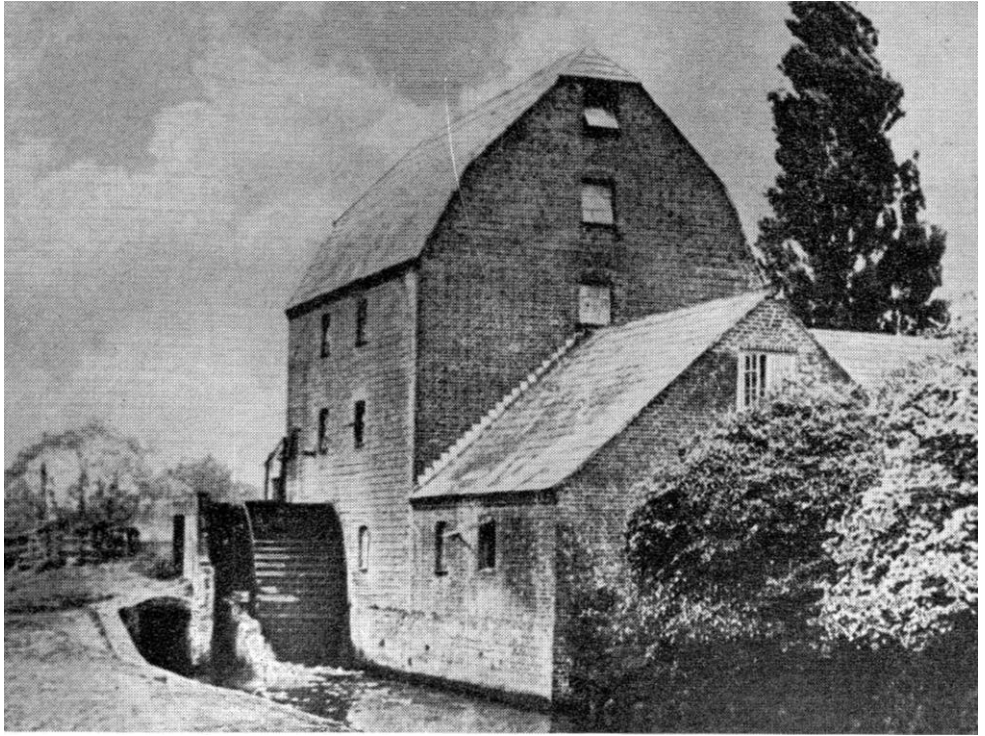
The Lavant stream, rising in the Rowlands Castle area finds its way by Maize Coppice, Aylmers Bridge, by the side of New Lane through the Oak Park area and under Eastern Road. It then enters a large pipe under the railway and Waterloo Road to emerge at Prince George Street before going underground beneath North Street, turning at the United Reformed to emerge along the south side of Havant Park. It is reliably reported that enterprising youths would, in dry weather, walk or crawl through these culverts! At Potash Fields, alongside Park Road North, the stream split, one branch continuing south under West Street by Starr Bridge to join the Town Mill millpond. The other branch, which was known in 1860 as the Town Ditch, went due west, looped round the workhouse and down Union Road to the water company springs, becoming ultimately the Brockhampton Stream feeding Brockhampton Mill millpond.

The Hermitage Stream, which drains off the clays of Middle Park and Leigh Park, runs along the west side of Stockheath Lane, skirts the Bedhampton springs to follow an independent course to Langstone Harbour. Earlier (on the 1898 Ordnance Survey map) it joined the Bedhampton springs at the Upper Bedhampton millpond.

With this free supply of water it was inevitable that our ancestors would seek to put it to good use. One way they did this was to construct water driven mills, mainly to grind corn, but, at least in one instance we know of, to treat cloth. It is perhaps surprising that there was also the demand to build a windmill as well.

The Town Mill

The most famous of Havant's mills had its first mention in 1460, during the reign of Henry VI, as Hall Place Mill. In 1802 Thomas Jeudwine, a brewer, sold the mill to John Crassweller, Lord of the Manor of Hall Place. It passed from him to his daughter Jane, wife of CB Longcroft and then to her son CJ Longcroft. In 1822 the mill was rebuilt by John Crassweller. It was a water mill, its pond being fed by the Lavant Stream, spring water from Homewell and water from the spring now under the north-east corner of the multi-storey car park.



The Town Mill, which was demolished to make way for the bypass.

Park Road South passes over the site of the mill pond. From 1890 until WW1 the mill was let to Charles Pullen, miller and corn merchant, who also added an oil engine for extra power. Flour was delivered as far as Chichester. Water driven mills had been a feature in Havant for hundreds of years. The Havant Town Mill ceased operations in the 1920s. The original mill race with a replica wheel can be seen alongside the footpath under the Langstone flyover. After Charles Pullen's

death the mill was worked by Mr Wakeford for the firm of Pullen & Rose a local corn merchant. (George Rose was the son-in-law of Charles Pullen). In 1934 Mrs Gertrude Longcroft sold the mill to the Portsmouth Water Company and in 1958 the mill was demolished to make way for the bypass. The Town Mill had the standard three storeys; an upper store, a middle grinding floor and a lower bagging and despatch department. From photographic evidence the grinding stones were smaller than average. There is a stone set in the ground at Homewell which could well be from the mill. The brick mill wheel supports showing marks of the wheel can still be seen as can the mill race. Also detectable is the adjacent sluice gate channel used for flooding the meadows. On Sundays in summer the meadows on the west side of the mill stream down to Langstone were flooded, but the sluices and hatches were closed at 6pm to build up sufficient head of water for milling to start at 6am on the Monday morning. The flooding process continued into the 1930s.



A replica wooden mill wheel now sits in the original Town Mill mill race.



The West Mill.

The West Mill at Mill Lane, Langstone

This was sited where the Lavant stream entered an inlet from Langstone Harbour. The mill pond is long and narrow like a length of canal, the sides having been built up to give a water level of four or five feet (1 or 1.5m) above the neighbouring meadow. Originally here was a fulling mill which was used to treat cloth; it burnt down in the middle of the 18th century. The mill was sited a few yards (metres) east of the footbridge at the end of Mill Lane, with its front parallel with, and a few feet (metres) from, the water's edge. Trade in and out was barge carried. The mill was powered by an undershot wheel which discharged into the inlet by an opening which still exists. Photographs show the mill to have had five stories.

There is a water course looping round the north and west sides of the mill site to join the harbour inlet. This has a weir which might well mark the position of an earlier mill. The West Mill was working up to 1914, the miller being a Mr Cox, and was pulled down in 1936.

Langstone Mills

The famous mills at the east end of Langstone Village were a windmill and a watermill.



The Old Windmill at Langstone. The building to the right housed a water mill which was driven by water from the millpond.

The millpond is fed with water from the Lymbourne springs. Its level is little above high water level and doubtless the building by the footbridge by the sluice once housed an undershot wheel. Both it and the adjacent tower windmill were working until the middle 1800s.

For much of its life, access to the mill was by barge and road. The road, really a hard surfaced strip of beach, came from Wade Court to join the Wade Way across to Hayling Island at the bottom of Langstone High Street. The public right of way passed between the windmill and the shore.

Brockhampton Mill

Brockhampton Mill was first mentioned in Domesday survey of 1086. The mill, sited a little south-west of the junction of Harts Farm Way and Southmoor Road, used water from the main Brockhampton springs now used by the Portsmouth Water Company. The mill pond stretched back to Harts Farm. Nothing remained of the buildings in 1900 although the 1833 map showed a large group. The only sign of the mill is a sluice gate over which water drops into a tidal inlet. This inlet has much decayed brick sides and dimensions suggesting a sizable quay for the arrival and despatch of barges; maps of 1833 and 1841 show a well-established road from this site through Brockhampton to Stockheath.

The mill was bought by the Portsmouth Water Company in 1870 when it bought the Brockhampton springs.

The remains of some of the mill site used for 800 years can still be seen. In the spring of 1976 Mr A Higgott found a medieval roof tile there.

Parchment Making

Parchment making is one of the most ancient of crafts. Although it is often said that Magna Carta of 1215 was written on Havant parchment there can be no way this can be proved. The record that some documents of Winchester Cathedral were written on parchment from the Bishop's Havant Manor and that the early registers of St Faith's dating from 1653 were written on parchment may be an indication that parchment had been made here for many years. Havant parchment was renowned for its excellent quality and whiteness. Some say this was as a result of the chemical properties of the spring water but there is no scientific evidence for this. It was more likely the result of a special finishing process to make the parchment smooth. The various constituents of this process may have been a unique Havant formula. Parchment from other areas was often



A 1909 photograph of parchment makers (parchies) at Homewell.



A younger looking Thorburn Stallard seems to indicate this photograph was taken in the 1890s. Note 133 employees.

tinged yellow or brown. The Treaty of Versailles was signed on Havant parchment in 1919.

The nearby spring of hard water, 'The Ham Well' (from the Saxon – The Town Well) percolated through the chalk and gravel of the South Downs to serve the parchment works at a constant temperature. It has rarely been known to fail in time of drought, or to freeze during the hardest of winters, although in the long summer drought of 1976 it did cease to flow for a time but soon recovered when the drought ended.

One of the last assignments from the Homewell parchment yard was the scroll granting the Freedom of Winchester to Mr Stanley Baldwin (later Earl Baldwin of Bewdley). Latterly, a large proportion of the output of parchment from Homewell was exported to the United States where the demand far exceeded the supply.

The last parchment manufacturing firm was Stallards, which closed in 1936. Afterwards the yard and buildings were used for many years by the building firm G & A Carrell. When this use ceased an application was made to demolish the buildings for housing. However a campaign was launched to have the buildings listed and this was successful, the main reason being that they were the best example of a parchment making yard left in the country. The buildings have been converted into living accommodation.

Parchment Makers

Little is known of the early parchment makers beyond the last two centuries. A 1793 Hampshire directory lists Messrs White of Homewell and Samuel Gloyne of West Street as fellmongers, parchment makers and gluemakers. In 1830 Richard Power, parchment maker and woolstapler, was at Homewell Lane, and in 1847, Edward Stallard, parchment maker and fellmonger from Buriton had taken over the Homewell yard. This was the beginning of the Stallard family's long connection with the Havant parchment making industry. Edward's sons, George and Albert, G & A Stallard, worked with him, and upon his retirement, (he died in 1869), became joint owners.

The 1851 census shows that nine men and four boys were employed at the yard; the 1909 photograph of employees shows a group of 37. The Stallard family worked the Homewell Yard until its closure in 1936. Thorburn Aylmore Stallard, son of George, was the last owner. The spirit of the parchment makers is typical of an ancient industry – sons followed fathers in the craft, and their

Havant Borough History Booklets



August 2016

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023 9248 4024

Printed by Park Community Enterprises

All booklets printed in A5 size except those marked* which
are A4

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sons in turn at an early age were apprenticed for five years, for which privilege the apprentice paid his employer 2s. 6d. (12½p) per week for the first three years, and 5s. (25p) per week for the remaining two years. The indenture, signed upon parchment, notes among various other clauses that the apprentice is:

Forbidden to enter into matrimony within the said term; nor play at cards or dice tables, or any other unlawful games; shall not haunt taverns or play houses, or absent himself from his master's service day or night unlawfully.

There was little or no danger of unemployment, and the majority of parchment makers worked at the same skilled craft, with the same employer throughout their lives. The Homewell yard recorded at least three very long service craftsmen with 73, 60 and 58 years of skilled work to their credit.

It is of interest to note that Alfred Stent, fellmonger and parchment maker, also of Buriton, and related to the Stallard family, originally worked with Edward Stallard at the Homewell yard. He then continued to develop these industries at the tannery in West Street, with his sons, Stirling and Frank. Alfred Stent and Sons eventually became a glove factory of international repute. Parts of the original warehouses and wool store, on the south side of West Street, are still in existence.

The Decline of the Parchment Making Industry

In the years between the two world wars, the demand for parchment in England gradually decreased as more and more synthetic materials became available. The export market for parchment was flourishing, but an adequate and constant supply of fresh skins was essential. The growth of imports of frozen meat from abroad caused the supply of these fresh skins to be severely curtailed. With the lack of suitable raw material few parchment factories could survive.

The Parchment Making Process

The following is a brief summary of the processes involved in parchment making between the receipt of the fresh sheepskin and the finished product. (About ten weeks). Each of the stages proceeds slowly and water is important to almost all of them.



Skins being soaked in lime pits.



The back-breaking job of scraping a sheep's skin.

The pelts are:

- Washed and limed to loosen the wool, which is then removed by hand, sorted and then sent to the wool-markets.
- Steeped in a series of lime-pits – 'pokes' – of different strength solutions and changed daily.
- Stacked flat in a pile and drained.
- 'Fleshed', i.e. fat removed by a two handled knife, bow-shaped and blunt edged.
- Skin is stretched – 'strained' – on wooden frame, and tightened by means of slip-knots, put over knobs of skin – 'pippins' – at edges of frame.
- 'Fleshing off'. Skin treated with boiling water and scraped to smooth off.
- Dried in the air, shaved and levelled with a wire-edged knife.
- Coated with solution of soda-ash (frees any remaining grease) and whiting (absorbs grease), and left to dry in the open air, or 'stove' room.
- Washed off with warm water, and 'rubbed' with pumice stone,
- Still kept in the frame, set in the open air to dry and harden.



Final smoothing off the skin before drying.

Copy of Indenture of an Apprentice Parchment Maker from the
original written on parchment.

THIS INDENTURE WITNESSETH That Albert man now of the age of Fifteen years or thereabouts with the consent and approval of his father Albert man of Havant in the County of Hampshire, doth put himself Apprentice to George and Albert Stallard of Havant aforesaid, Fellmongers and Parchment Makers to learn their Art and with it hereinafter the Manner of an Apprentice to serve from the Second day of December eighteen hundred and ninety-nine unto the full End and Term of five Years from Thence next following to be fully complete and ended DURING which Term the said apprentice his Masters faithfully shall serve their secrets keep their lawful commands everywhere gladly do he shall do no damage to his said Masters nor see to be done of others but to his Power shall tell or forthwith give warning to his said Masters of the same he shall not waste the Goods of his said Masters nor lend them unlawfully to any he shall not contract Matrimony within the said term nor play at Cards or Dice Tables or any other unlawful Games whereby his said Masters may have any loss with their own goods or others during the said Term without Licence of his said Master shall neither buy nor sell he shall not haunt Taverns or Playhouses nor absent himself from his said Masters service day or night unlawfully But in all things as a faithful Apprentice he shall behave himself towards his said Masters and all theirs during the said term AND George and Albert Stallard in consideration of the labour and service which they are to have of the said Apprentice do hereby covenant that they will teach their said Apprentice in the Art of a Parchment Maker which he useth by the best means that he can shall Teach and Instruct or cause to be taught and instructed during the said Term The said Apprentice to pay George and Albert Stallard or theirs the sum of two shillings and sixpence every week for the first three years and five shillings every week for the remaining two years of the Apprenticeship.

AND for the true performance of all and every the said Covenants and Agreements either of the said Parties bindeth themselves unto the other by these Presents. IN WITNESS whereof the Parties above named to these Indentures interchangeably have put their Hands and Seals the nineteenth day of March in the sixty-third year of the Reign of our Sovereign Lady Victoria by the Grace of God of the United Kingdom of GREAT BRITAIN and IRELAND QUEEN Defender of the Faith and in the Year of our LORD nineteen hundred.

(Signed) Albert Man. (Signed) George and Albert Stallard.

Signed sealed and delivered by all the said Parties in the presence of Charles Edward Stallard of Havant.

Glove Making

The firm of Alfred Stent and Sons, a leather manufacturing business was established in May 1916 in a purpose built building at the rear of the existing tannery in Brockhampton Lane, Along with skilled workers from Yeovil and Westbury Mr Henry May of Cosham came to instruct and supervise local employees, including some from Stallards the parchment makers, the staff totalled about 100.

Machinists with treadle machines worked in a room just behind the office in West Street, the male cutters, about 40 in number, using the room above. The initial apprenticeship period of five years was later shortened to three. Materials used were sheepskin, pigskin, dogskin, goatskin, hogskin, snakeskin, chamois and imitation leather.

After the end of WW1 the hours of work were 7.30am to 12 noon, 1pm to 4pm, 4.30pm to 6.30pm, for which a skilled woman worker received 8s. (40p) per week.

As the firm grew electricity was installed and the machines were power-driven. (The belting from above, driving each sewing machine would give a modern factory inspector a fit.) The number of staff employed rose into the 100s. The gloves made were of a very high standard and sold by such firms as Dents, Fownes, etc. The cutting of the gloves was a highly skilled process. The skins were dampened and stretched before cardboard patterns were pressed onto each skin, and then cut by a special press machine.

A very large number of local people were engaged as pieceworkers in their own homes, mainly for hand-stitching. Few working class homes in Havant were without their glove making pieceworker, busily stitching fingers, thumbs or button holes. Often full-time pieceworkers would take home 'trimming' jobs to supplement wages.

On one occasion after WW1 the firm took part in an exhibition at the Trades Hall, Islington, and two groups of staff spent a fortnight each giving daily demonstrations. The gloves varied from tiny children's to long evening and were made in a variety of colours. Customers included Her Majesty Queen Elizabeth II, for whom white riding gloves were made in a thin white leather. The fine splitting of the skins required was entrusted to Mr C Freestone. For two consecutive years the firm gave their employees an outing to the lovely

countryside of Coking. The workers from the skin yard, the glove factory and their friends filled 12 coaches.

During WW2 the company manufactured gloves, mittens, flying suits and other leather equipment for HM Forces and employment at Stents became a 'Reserved Occupation'.



One of Stent's workers' annual outings. This time to Windsor.



1953 Coronation celebrations in the workshop.

After the war, by way of diversification, the company also manufactured sheepskin paint rollers for 'Do-It-Yourself' decorators.

After the deaths of Messrs Frank and Stirling Stent (the sons of the original Alfred), Mr Leslie Stent (son of Frank) became head of the firm with Mr Peatie as manager.

Watercress Growing

The watercress beds were a distinctive feature of Havant from mid-Victorian days until the 1960s.

Being rich in vitamin 'C' watercress has for long been a valuable part of people's diet. With the growth of towns, pedlars would gather watercress from wayside ditches and ponds and sell it in the towns. Pollution put a stop to this, and the coming of railways, giving quick and easy access to markets for this very perishable commodity, made large scale growing possible.

Watercress needs gently flowing spring water at the correct steady temperature, about 10 degrees Centigrade, pure apart from lime, with a bed of fine gravel. Havant streams provide this. The beds were divided into bays using earth banks and wooden boards called 'stanks' were placed across the stream to control the flow.



Harry Marshall cutting watercress in the Lymbourne Stream.

If the flow were too great the stream would be widened; a depth of three or four inches (8 or 10cm) is desirable. Planting was carried out by scattering the overgrown tops of the watercress from another bed into the water, large stones being used sometimes as anchors. The growing period depends on the weather but the watercress could usually be cut from early spring until late autumn, thus being available when other salad crops were unobtainable. During the summer it grew tall and coarse and flowered and would then be used to replant other beds that had been cleared previously. Watercress suffered badly from cold winds and frost in winter, recovering in spring. Watercress has a six-month growing period; 'Green' watercress had broad leaves and grew best in late spring and summer; 'Brown' watercress was smaller and hardier with a sharper flavour, and was used for autumn and early spring cropping. Beds usually provided two crops a year. Working conditions were not pleasant, workers had hands and feet in water and were bent double most of the time.

It is not known who started growing watercress commercially in Havant but one of the first was William Marshall. He was a native of Leicestershire and at the time of his marriage in 1871 or 72 was a butler in the service of the Henty family, brewers of Chichester. His wife, a Miss Morgan of Densworth near Chichester was ladies' maid to the daughter of the family. They settled in Fishbourne where he was landlord of the Black Boy Inn until his death in 1888. Behind the inn was a spring where watercress grew. In company with William Gardiner he began to grow and sell watercress in the 1870s. The business expanded and beds at Cocking, Duncton, Vinetrow, Lathorne (North Mundham) as well as Havant supplied watercress. In some cases streams were leased and the beds worked; in others the growing watercress was purchased and cleared.

A report in the *Hampshire Post and Southsea Observer* of 23 May 1879 gave the following information:

In 1888, after his father's death, Harry Marshall, then 13, was apprenticed to Whitcher, a butcher in East Street, Havant. He did not stay long but continued his training elsewhere. Returning to Havant as a married man, in 1901, he opened up his own butcher's shop in North Street. When this closed he took over the running of the watercress beds.

Local transport was by horse and cart, often the horse was left grazing overnight in a meadow beside the stream, while the men travelled to and fro by train. In the 1920s the inevitable Model T Ford made its appearance and the last horse known as 'Bogey' was pensioned off.

By now watercress was packed in woven baskets known as chips and with the aid of the lorry these were taken direct to the wholesale vegetable market in Commercial Road, Portsmouth. In warm weather watercress could only be cut in early morning and late afternoon and evening, and this made for erratic working hours, i.e. cutting and packing watercress from mid-afternoon until midnight on Monday, Wednesday and Friday and then up at 3am on Tuesday, Thursday and Saturday to get to market with a number of deliveries on the way. When market finished at 8am there were more deliveries to be made to outlying shops in the Portsmouth area.

Then came the homeward journey collecting empties and most important payment for watercress delivered early in the day. Saturday evenings were also spent collecting payment for watercress sold in Havant during the week.

Spare time jobs included keeping chicken, pigs and house cows for milk. One son grew sweet peas which were sent to Covent Garden.

It was the dying wish of W Cross, who had spent over 50 years working on the beds, that, at his funeral, there should be a wreath made of watercress.

The opening of the bypass in the 1960s finally brought to an end this large scale cultivation of watercress. It meant that there was difficulty in maintaining the purity of the water. The water level was much lower than it had been due to the increased extraction of water needed to keep pace with the growth in the area, in addition there was a much smaller area which could be used for growing. The sons of Mr Marshall, who were now running the business, decided that it was now time to retire.

Water Supply

It may truthfully be said that Havant literally 'sits on water', and even in the dry summer of 1976 it was considered that there was enough water underground to keep the area supplied for a long time. The Lavants roll down to the sea from the surrounding hills. Indeed, the very name of Havant is derived from a connection with springs, for it was because water was readily available that the earliest inhabitants of the area settled here. In 1974 a Roman well was discovered at the western corner of Homewell and West Street. Another one was found in 2013 near to the spring. A 1,000 years ago, in the time of the Saxon King Æthelstan, the settlement was recorded as 'Haman Funta' (Hama's Spring); Hama being probably a Saxon chieftain.

The first authentic record of a water supply for the inhabitants of Portsmouth dates from 1540 in the reign of Henry VIII. In 1740 a spring source at Farlington Marshes was in operation and a steam-driven pumping plant was in use at the end of the 18th century. By about 1870 a mains supply was provided to most of the Havant area. Before then most residents of Havant and Bedhampton received their supplies from the local wells and springs and water-carts were used for distribution; many householders had their own private wells in the gardens, elm or fir pipes (or conduits) were at one time in general use.

Cast-iron pipes were adopted locally early in the 19th century and transported by barge and sailing ship as the railway age had not arrived. The pipes were made at Butterley, near Derby, and conveyed by barges on the canal and River Trent to Gainsborough, Lincolnshire, then transferred to sloops which were borne by the tide to the Humber and thence by sea along the east coast.

The Napoleonic Wars were still raging, and undoubtedly investment in waterworks undertakings was at first a risky venture. Quite apart from the engineering and other problems it was uncertain whether the population could be persuaded to abandon old customs and accept and pay for a piped supply of water. However the spring supply from the old pumping station on Farlington Marshes came into use in 1811 and did service until 1905, being finally demolished in 1928.

On the formation of the Borough of Portsmouth Waterworks Company in 1857 the Havant and Bedhampton springs were acquired, and pumping from this area with steam-driven beam engines commenced in 1860.

In March 1859, after some trials had shown that the conditions in Farlington marshes were not likely to yield a substantially increased quantity of water, it was decided to develop the Havant springs as the future source of supply. This proved most rewarding, as the springs, along with those of Bedhampton, were to provide almost the whole supply for a steadily growing Portsmouth and a large country area for more than 90 years. This means of public water supply is unique as no other large community in the British Isles, or perhaps Europe, has a source of this kind. A continuous supply was brought into operation in 1880 providing fire hydrants. Up to this time, the firemen would have had to make a hole in the wooden pipe, sealing it after use with a wooden bung or plug. Thus the residents were given the reliable public water supply service which is now taken so much for granted.

The springs concerned break out on a roughly east-to-west line, about half-a-mile (0.8km) long and up to a mile (1.6km) or so from the north shore of Langstone Harbour. They are fed by the percolation of rainfall into a large area of the chalk forming the South Downs to the north, the underground water being brought to the surface again by the favourable geological conditions. Nearly 100 years later there were 24 springs under the control of the present water company, the average daily yield of which then being about 100 million litres. This yield is unusually regular, since even in the worst drought periods it never fell below 60 million litres, the seven largest springs each having a minimum daily yield of more than 4 million litres.

The overflow from these springs form three separate streams running into the harbour, which, prior to their use for public water supply, had long been used for working six water mills – an upper and lower mill on each stream. The springs and the mills with their water rights were acquired by the water company in stages, having regard to the growth of the demand. The Havant springs, the middle group on the Brockhampton Stream, were the first to be utilised in the period 1860 to 1874; the Bedhampton springs, the western and most important group on the Bedhampton Stream, in the period 1878 to 1908; and the Havant Mill springs, the eastern and smallest group on the Havant Stream much later, in 1941.

The decision to move the source of supply to Havant entailed a partial deviation from the original scheme, completed on 21 December 1858, by Henry St John Diaper, civil engineer of London. By this plan the Undertaking was empowered to increase the resources on Farlington marshes by sinking shafts and boreholes, but, if these proved insufficient, to obtain powers for utilising the large springs at Havant, the water to be carried by pipe or culvert to Farlington; to build a new station with more powerful pumping engines on the marshes; to construct a reservoir at a higher level on Portsdown; to lay a second gravitation main not smaller than 20-inch (51cm) diameter from Farlington to Landport; and to extend the distribution system. The estimated cost was £35,000 against which the existing works on Portsea Island would be closed and the property sold as building land. Since the Farlington springs were to be abandoned – at any rate for the time being – the new pumping station was erected in Brockhampton Road. Nearby, collecting basins were constructed to receive the yield of the springs, these basins acting as reservoirs which filled up when the pumps were not working. At first, the station contained two beam pumping engines, each

with a daily capacity of 110 million litres. A 20-inch (51cm) pumping main was laid along the main road to the old Drayton Basin at Farlington; and a 20-inch (51cm) gravitation main was laid from Farlington to Landport. Havant pumping station was opened on 29 May 1860. The much improved supply was publicised during the following summer by fountain displays on Sundays at four different points in the then Borough of Portsmouth.

The general pressure was later increased by the construction of two reservoirs (No 1 and No 2) at Farlington, higher up on the slope of Portsdown, each holding about 12 million litres; these were brought into use during 1869. As a means of reducing waste of water, the Borough was supplied until 1875 from these reservoirs only during the day; during the night hours the lower Old Drayton Basin was still used.

The first 25 years was a period of rapidly increasing demand. To supplement the water resources, an additional collecting basin was constructed at Havant in 1874; and in 1878 four springs at Bedhampton were brought into use by laying a 20-inch (51cm) main to the Havant pumping station.

In the meantime this station was enlarged to accommodate two additional beam pumping engines, each with a daily capacity of 11 million litres; No 3 was brought into use in 1868 and No 4 in 1880. A second 24-inch (61cm) pumping main was laid to Farlington in 1889, this duplication providing a valuable alternative means of maintaining the supply in case of temporary breakdown. In 1877 a 12-inch (30cm) gravitation main was laid from Farlington to the dockyard for its exclusive use and a second main alongside improved the Southsea supply. During 1886/87 a 24-inch (61cm) main was added to the supply system in order to meet a growing demand. To provide for increased output an additional pumping main was laid in 1901/2 to the Farlington reservoirs to which main the Havant station was also connected and this then became a 'stand-by' to be used on occasion to supplement the supply during periods of high demand.

For the first 50 years or so since the Havant and Bedhampton springs were first brought into use water was supplied to Portsmouth without any form of treatment. Normally it was crystal clear, but occasionally, after heavy rainfall during the winter months, the spring water became temporarily cloudy, sometimes so much so as to be described as 'weak coffee'. At first this cloudiness was thought to be due to local surface water gaining access to the springs after heavy rainfall. Moreover, the Havant springs were situated close to an inhabited

area where cesspits were in use, Havant being as yet un-drained. When the danger was recognised, a 'puddle-trench' was formed surrounding the area in which the springs broke out; this was a trench about 12 feet (4m) deep, re-filled with well-rammed clay which acted as a watertight barrier to prevent the inflow of external sub-soil drainage. This work was completed in 1886.

In 1896 the then Local Government Board ordered an Inquiry into the sanitary conditions of Havant and Bedhampton in relation to the company's springs; this was carried out by Dr Theodore Thomson, one of its Medical Officers, with the assistance of the well-known Geologist, Mr Whitaker. In the summary of his long report in the following year, he wrote:

As regards the Bedhampton section, the evidence as to its surroundings and geological conditions are not such as to suggest that water from this source will be liable to dangerous pollution after completion of the works in connection with the Hermitage Stream. As regards the Havant section, however, it is not possible to speak so favourably.

He was particularly concerned with the proximity of houses to the springs, and expressed doubts as to the efficiency of the puddle trench.

After the introduction of filtration much of the land at Havant, Bedhampton and Farlington, that had been purchased as a precautionary measure, was sold.

Eventually, in 1905, the company promoted a Bill, not only for the introduction of filtration, but also for the development of an additional source by sinking a large well in the River Ems valley across the county boundary in West Sussex.

In order to gain some status in that part of the South Downs forming the gathering ground which fed the Havant and Bedhampton springs and the proposed new source, it was proposed to add to the area of supply a large country district on both sides of the county boundary, which was to be supplied from four small local waterworks.

The extension proposals were struck out of the Bill following strong opposition in Parliament and the Act was eventually passed on 4 August 1906, it being the company's obligation that the water from the Havant and Bedhampton springs should be 'effectually filtered'.

In 1906 an open diversion channel was constructed to carry all surplus flood water from the Hermitage Stream safely past the Bedhampton springs into Langstone Harbour. In 1950/51, however, the Hants Rivers Catchment Board enlarged this channel to take the increased surface drainage from Leigh Park,

which was being developed by the Portsmouth Corporation as a large housing estate. As an additional precaution, many acres (hectares) of land in the vicinity of the springs at Farlington, as well as Havant and Bedhampton, were purchased in order to have control of its use.

A High Court Case.

In 1909 the water company decided to take legal action against the then London Brighton & South Coast Railway for an injunction against the latter's intention to take water for railway purposes from one of the Bedhampton springs. It is known as the 'Railway Spring' because it breaks out within the boundaries of the railway line passing through the water company's property. The matter was of importance for the public supply, because the estimated daily yield of the spring was substantial. It was said to vary between 2.7 and 4.5 million litres according to season.

The water company, as owner of the nearby Upper Bedhampton Mill, contended that from time immemorial the spring had existed in the bed of the mill pond, which had later been partly filled in when the railway line was constructed, and that it was entitled to the yield notwithstanding that the site had been acquired by the railway company.

The railway company alleged that the spring did not come into existence until 1901, when the water company (by agreement with the railway company) had constructed a tunnel under the railway line to accommodate a new 36-inch (91cm) pumping main, and that the removal of the upper soil had caused the remaining soil at that point to become so thin that the underground water broke through, thus creating a new spring, the flow from which it was entitled to use for its own purposes.

The hearing in November 1909 lasted for five days in the Chancery Court before Mr Justice Parker who, in his judgement on 15 December, decided wholly in favour of the water company with costs against the railway company.

Experience in later years, when more accurate measurements were available, showed that in fact the daily yield of the spring varies between 4 and 12 million litres per day, the minimum being sufficient to supply a population of at least 30,000. The outcome of the law suit, therefore, proved to be of even more value to the water company than was thought at the time. In 1912 a reserve of 700 tons of coal was placed in the disused mill pond of the Upper Bedhampton Mill. This was used during the 1926 General Strike.

A New Havant Pumping Station



The impressive 1927 pumping station building in Brockhampton Road.

By 1923, the average daily supply had increased to about 40 million litres to a population (including that outside the then Borough) of about 266,000; during a hot summer spell an average weekly consumption of more than 45 million litres per 24 hours had been recorded. Moreover, the large Worthington engine at the Bedhampton pumping station had been in almost continuous use day-and-night since 1902; after the war a substantial overhaul had been necessary and its reliability as a major means of supply became questionable. In the event of a serious breakdown at Bedhampton, the maintenance of the supply would depend upon the old Havant beam engines.

In this year, therefore, it was decided to erect a new Havant pumping station adjacent to, but quite independent of, the old station. The new and present station first contained three triple-expansion vertical pumping engines, each with a daily capacity of 27 million litres, or 81 million litres in all. This pumping station came into general use during April 1927, and since that time has been the premier means of supply. During its earlier years, the improved efficiency of the

new engines as compared with those at Bedhampton resulted in a saving of coal to the value of more than £1,000 per annum.

As part of this development, a fourth 24-inch (61cm) pumping main was laid in 1923 from Bedhampton to Farlington filtration works and a third 24-inch (61cm) conduit was laid in 1929 to augment the flow of the Bedhampton springs to the new Havant station.

The beam engines at the old Havant station pumped water for the last time in December, 1926 and during 1928 they were removed. The interior has since been used partly as a store and partly re-constructed as a sub-room for the company's employees.

In 1926 permanent plant was installed both at the new Havant station and the Bedhampton station. Thus, the function of the filter-beds was to act thereafter mainly as strainers to remove extraneous matter and any discolouration the spring water when turbid. The prejudice against 'doctoring' the water supply has always been prevalent and there have been problems.

As from 1 April 1932 new Local Government Authorities were set up and this immediate area became the Havant and Waterlooville Urban District and the old Rural Districts of Havant, Catherington and Fareham were abolished. The great drought of 1933/34 was one of the longest on record. A shortage of rainfall began in April 1933 and lasted until November 1934 – a period of 20 months. Shortages of supply were experienced in many parts of the country but fortunately the yield of the Havant and Bedhampton springs, although much below their seasonal average, remained sufficiently above the demand to obviate the need for restrictions. The experience, however, was a danger signal indicating the desirability of supplementing the company's water resources as soon as possible and as a first step the neighbouring Havant Mill springs were acquired in 1934/35. These springs were first used during WW2 when, after the heavy air raids of 1941, the extra water proved invaluable.

Prior to WW2 the whole of the supply from the Havant and Bedhampton springs was afforded by two main stations, the newer one at Havant, which normally worked throughout the 24 hours and the older Bedhampton Station No 1 which acted as standby. The machinery at the older station, however, some of which was more than 50 years old and had done heavy duty during WW1, was regarded as unreliable for prolonged service if the Havant station were seriously damaged. An additional station was erected, known as Bedhampton No 2.



William (Milky) Couzens sitting on the flywheel of one of the Worthington Simpson pumping engines, or as he used to say 'ingines'. In his spare time William was an accomplished bicycle and wireless repairer. *Valerie Couzens.*

This was designed to be of sufficient capacity to afford a full alternative supply.

The building was heavily constructed to withstand war-time risks and contains three pumping units with a total daily capacity of over 60 million litres. Shortly after the outbreak of WW2 the company's works at Havant, Bedhampton and Farlington were placed under military guard, primarily against possible sabotage. During WW1 the company's Bedhampton works had been guarded by a local civilian volunteer force of men ineligible for call-up. In WW2 guard duty was undertaken by the Local Defence Volunteers, later the Home Guard.

The only incident in the area that might have had serious consequences took place in August, 1942, when four bombs were dropped on and near the Havant and Bedhampton works and the principal 36 inch (91cm) pumping main was broken in two places, bringing the main Havant pumping station to a sudden stop. By the operation of valves it was possible to divert the supply through other mains, so that pumping at this station recommenced within about an hour, supplemented by Bedhampton station No 2. The main was repaired and put back into use after about five days.

The introduction of chlorination during the war as an emergency measure was continued as an additional safeguard to the purity of the supply.

A new headquarters for the Portsmouth Water Company was opened by the company's chairman, Mr LP Glanville, on the 26 October, 1967 and this severed a link with Commercial Road, Portsmouth going back over 300 years. The building is pleasantly situated in a central position in grounds owned by the company in West Street. The grounds were originally those of Yew Lodge, now demolished, formerly the home of Captain and Mrs Graham Edwardes.

In a prominent position near the entrance was a fountain portraying the effectiveness of that life-giving commodity so necessary for the survival of the community it serves. The undertaking serves over 600,000 people from 17 different sources, which supply over 200 million litres of water daily: the area covered extends to beyond Corhampton to the north; Portsmouth, Hayling Island and Selsey to the south; Bishops Waltham and Fareham to the west and Bognor and almost to Arundel in the east – a total of 335 square miles (868sq.km).

The largest single source is the Havant and Bedhampton group of springs with a minimum yield of 70 million litres per day. A large area in Havant Thicket is owned by the water company and has been earmarked as a potential site for a reservoir should it be required at some time in the future. Water from the Havant and Bedhampton group of springs is subject to intermittent pollution and

is filtered at the Farlington filtration works on the southern slopes of Portsdown Hill, thus the safety of all the company's sources is assured.

1976 was the year of the great drought. In the Portsmouth company's area a decline in rainfall began in October 1975 and during the period 1 October 1975 to 31 March 1976 the average was 46.8 per cent of the usual fall and in the two years ending August, 1976 when the drought ended, rainfall had been barely 38.6 per cent of average.

For the first time in the company's 119 years of history it was necessary to ban the use of hose pipes for garden watering and vehicle washing. The ban was applied over the whole of the area of supply from the beginning of July although there was no immediate risk of dire shortage in Havant itself. The hose ban, together with the appeal on national and local levels produced an immediate reduction in demand, and by the end of August it was about 70 per cent of what might otherwise have been expected.

As soon as the drought ended demand increased but by the end of the year it was still about ten per cent below the previous year, 1975.

The consumption of water during 1977 was less than that recorded before the drought of 1976 and was in fact about 50 per cent below the 1975 figure. By the end of the year demand had recovered, however, to pre-drought levels. There was some indication that most of the recovery was in respect of unmetered consumption and that metered usage of water was still lagging. This was due, no doubt, to the continuance of water saving measures introduced by industry during the drought and the lower level of economic activity which obtained during the year.

Read also Andy Neve and Mike Hedges' book *Portsmouth Water 1887–2007*.

Proposal to Solve London's Water Problems

In the 1860s a Royal Commission was set up to investigate potential new sources of water to supply Britain's rapidly growing industrial cities. A great many schemes, projects and suggestions were laid before it, but few could have been more ambitious than that proposed in May 1867, by one GW Ewens, to take water from the Havant, Brockhampton and Bedhampton springs to London.

Ewens was neither a local man nor a professional expert on water supply. In fact he was a merchant with no more than an enthusiastic layman's interest in the subject who, in his own words: *After some years of hunting about*, had chanced upon the vast quantities of pure water to be found in the area, and

which, he reckoned, could be the solution to the capital's chronic water shortage. (Though his estimate that as much as 600 million litres per day was available was some six or seven times the true figure.)

As to the question of how the water was to be conveyed over such a long distance Ewens offered the following plan:

First of all it was to be pumped up some 180 feet (55m) to a 90 million litre reservoir to be constructed in the old chalk quarry on the eastern slope of Portsdown Hill Road at Bedhampton. From there it would flow downhill in an open channel to more reservoirs in Woolmer Forest, and thence in a covered conduit 12 feet (4m) in diameter to Weybridge.

Half would then be taken on to Thames Ditton to supply South London, with the remainder sent to Lea Bridge to supply North London.

The total cost of all this Ewens reckoned, somewhat modestly, to be about £1.25 million – many millions in modern terms. But quite apart from its sheer magnitude, the scheme was seriously flawed in at least two important respects.

Firstly, Ewens completely ignored (or may simply have overlooked) the problem of taking the water up and over the South Downs. Secondly, he did not realise that some of the Brockhampton springs were already supplying Portsmouth. (He assumed, wrongly, that the waterworks in Brockhampton Road, built in 1860, was solely for Havant's use, and thus of little consequence to his scheme.) Nor was he aware that the Portsmouth Waterworks Company had already acquired other springs, notably the powerful ones associated with Snook's Mill at Bedhampton, with an eye to using them at a later date to meet increased local demand.

The Commissioners themselves were probably unaware of all this. Nevertheless, in their final report they dismissed Ewens' suggestion out of hand on the grounds that the springs were much too far away to be of practical use to London, and nothing more was heard of this fantastic idea again.

Source: *Royal Commission on Water Supply to the Metropolis and Other Large Towns*. 1867/8.

Brit. Pari. Papers Urban Areas: Water Supply. Vol.ii, Minutes of Evidence. 23 May 1867 (paras.3685–3796) & Report p. xxxv.

Gas Supply

In the 1800s more and more towns were building gas works in order to light public streets and private homes. In 1852, a company was registered by Deed of Settlement for the purpose of supplying Havant and neighbourhood with gas. In 1854 the clerk to the company and secretary was Mr CJ Longcroft and the manager of the gas works Mr Arthur Arter. The share capital was £2,000 raised in £4 shares. Gas with an illumination power of 14 candles was specified. The works were adjacent to the railway line in New Lane; the manager's house, a commodious Victorian villa, was later built on the north-west corner of New Lane and Eastern Road.

In 1853, the capital was increased to £2,500 and in 1867 to £3,000. By 1855, 33 public lamps were supplied and the price of gas to private consumers was 5s. 5d. (27p) per 1,000 cubic feet (28 cubic metres).

The Havant Gas Company was formally incorporated on the 26 February 1879 and the Havant Gas Order of 1879 authorised it to continue and maintain the existing works, and to raise capital (if required) to £10,000. Demand grew slowly and in 1879 the maximum consumption of gas in a winter week was only 30,000 cubic feet (850 cubic metres). Light was still obtained from the jet burner. The more efficient gas mantle came into general use at the end of the century.

The December 1886 balance sheet is interesting. It shows a profit of £503. £516 was spent on coal, which had reached its lowest price ever; 4s. 10d. (24p) per ton at the pit head. In earliest days it is likely that gas making coal would come from Northumberland and Durham in small collier 'brigs' to Langstone, perhaps two boat loads a year. Later, rail transport would have been used. The Works Engineer's salary was £60 per annum and the total wages £121. The greater demand for gas being in the winter, workers were laid off in the summer. The salaries of clerks totalled £30, (presumably part time), including management allowances, secretary's salary, repairs, rents, rates and taxes, the years outgoings were £1,184 compared with an income of £1,687. Income from street lighting was £119, from private consumers £1,285, from coke £231 and from tar 4s. (20p).

As tar averages 5 per cent of coal carbonised, and probably 1,000 to 1,500 tons were used, Havant tar was a good bargain. In 1890 there was a curious case of some forged debentures. A firm of bankers at Whitney presented debentures to the amount of £500, purporting to be issued by Havant Gas Company, bearing its



Havant's last gas street lamp was moved from South Street to the Havant museum and converted to run on natural gas. (*Photograph The News.*)

seal and signed by three of the directors, which fell due in August 1890. The directors refused payment asserting that the debentures were not genuine.

The bankers had advanced money on the debentures to a former secretary of the company who had absconded. Legal proceedings against the company ended in court before the Lord Chief Justice in June 1891, where the jury found that the signatures were forgeries, and that the seal of the company had been improperly attached. His Lordship gave judgement to the defendants (the gas company) with costs.

By 1904, the population served was up to 5,000 and capital had increased to £6,000. The annual make was nearly 12 million cubic feet (340,000 cubic metres). The company served 230 customers and lit 85 public lamps. The two works gas holders had a combined capacity of about 50,000 cubic feet (1,415 cubic metres) and the length of the mains was 4½ miles (7.2km). The chairman to the company was Mr Samuel Clarke and the engineer Mr C Stallard.

In 1910 the public lighting contract for the Parish Council of Bedhampton was obtained. The Havant Gas Act of 1910 gave the company (among other things) the right to extend as far as Idsworth. In 1911 Rowlands Castle was supplied with gas for public and private use.

In 1914, the population served was 5,300, the annual make was now 20 million cubic feet (566,000 cubic metres) sold at 4s. (20p) per 1,000 cubic feet (28 cubic metres). There were 460 customers and 159 public lamps were illuminated by the company. 2,200 tons of coal was carbonised. The illuminating power of the gas was 15½ candle power and coke was sold at 19s. (95p) per ton. The chairman was Mr H Clarke, the engineer and Manager CJ Farrand and the secretary ER Longcroft.

From 1 July 1926 the Havant Gas Co. became part of the Portsea Island Gas Light Co. Mr Rook is believed to have been the last manager and engineer at the Havant Gas Works which closed in late 1926. The holders were used until 1948 and finally demolition was in 1955. An early gas lamp standard can be seen in St Faith's yard. Thus ended an enterprise typical of Victorian times.

The people of Havant took a strong personal interest in 'their' company. The shares were always in great demand and a tremendous number of local people held some. Strollers would, paradoxically look with civic pride at a full gas-holder. Children and adults suffering from respiratory complaints would be walked to the windward of the works to inhale the phenolic fumes, there being a widespread belief that it was beneficial. Natural gas came to Havant in 1970.

Electricity Supply

The Portsmouth electricity supply system was born on 6 June 1894, the generating machinery being set in motion by the Mayoress on that day. The site of the generating station was that of the Old Blue Bell (South of England Music Hall) in St Mary's Street, now Highbury Street, which had been burned down in 1889 for the second time.

The Mayor, Alderman A Leon Emanuel, was well-known for his lavish hospitality, and he fully maintained his reputation on that occasion, for the event was marked by ceremonies fitting the importance of the day. After the evening banquet, given by the Mayor, the Mayor and his visitors drove round the town in open brakes to see the 'lights'. So began an electricity supply which was an immediate success, which progressed throughout the years, with a rapid increase in the demand for electricity after the end of WW1 and onwards.

Extension of the Supply to the Havant District

1923 saw the first extension of the area of supply beyond the Borough of Portsmouth boundaries, to Havant and Emsworth. In December of that year Mr WE Newberry AIEE, of the Wolverhampton Corporation Electrical Engineers Department, was appointed District Engineer at Havant in charge of these extensions, which included the supervision of the laying of the 6,600 volt main cables, the building and equipping of the indoor substations, and, in 1926, the opening of the new Portsmouth Corporation electricity department showroom in North Street. The Corporation purchased two premises, Nos 4 and 6, on the east side of North Street, previously occupied by Mr Kelsey, fishmonger, and Mr Small, newsagent and confectioner. These were demolished to clear the site for the erection of a showroom, with flat above for the resident District Engineer, also for a sub-station building at the rear, with pathway access from The Pallant. Subsequently, in 1933 and again in 1935, as the area of supply rapidly increased, the showroom was enlarged and extended, with offices and demonstration kitchen on two floors above, adjoining the existing flat.

When the electricity supply first became available in Havant, only about half-a-dozen prospective consumers applied for connection! The reason was soon apparent, a large percentage of the established residents held profitable shares in the Havant Gas Company, and understandably, were concerned about their future. However, soon the advantages of the 'new' electricity were appreciated and connections went ahead.

To Mrs Backhouse of Bedhampton Hill went the 'honour' of having the first electric cooker installed. (As the cooker hob was of plain steel, much rubbing and polishing with emery-cloth ensued whenever pots and pans boiled over!)

In 1933 premises and a cobbled yard (originally a slaughter-house occupied by Mr G Tolman, pork butcher), on the south side of East Street, were taken over for use as a store. Then in 1935, with the rapid expansion of the supply area, this store proved to be inadequate, and was closed. The Corporation purchased the 1718 chapel, which was the former meeting house for the Dissenters, in the Pallant, owned by Mr Leng, house furnisher and antique dealer, to adapt for use as a depot and store etc. for the electricity maintenance staff.

During the renovation of this building a lead lined coffin containing the skeleton of a boy of about 14-years-old was discovered; it was buried under the floor on the west side near the main entrance; his bones had become ebony-black in the course of time. There were no visible details upon the coffin and enquiries and records failed to produce any clue to the boy's identity. After a Coroner's inquest, which recorded an open verdict, the body was interred in the Havant Cemetery. It was thought that in all probability the boy may have been related to one of the Pastors of the chapel.

It is regrettable that when repairs to the exterior of the building were being carried out, the ancient inscription above the main entrance was obliterated. The wording was as follows: *Æedes Divino cultui vigen. sac. liber. Sub imperio Georgii Augusti dicata. mdccxviii.* (Jennifer Moore-Blunt PhD (Cantab) has kindly offered this possible translation: *House consecrated for divine worship with free rites (?) in the reign of George Augustus 1718.*)

The store was closed in 1964, when, after re-organisation, the staff and stores were transferred to the Drayton offices.

Throughout the years the electricity supply area from Havant steadily expanded and consumers at Hayling and Thorney Island, the large country area in West Sussex to the boundaries of Chichester, and northwards to Rowlands Castle, Forestside etc. were able to enjoy the benefits of the electricity service, all of which were maintained from Havant.

Between the wars some difficulty was experienced at North Hayling and Thorney Island where the distribution was by overhead line. The electricity supply was constantly interrupted by swans flying into the cables; their wing-span was so wide that they bridged the two live cables thus cutting off the supply and killing them. The remedy was to erect new poles with an increased distance

between the cables which were in excess of the swans' wing-span so that only one live wire could be contacted at a time.

In 1939 when war was declared Thorney Island became a Royal Air Force airfield and the electricity cables were laid underground; the dead swans in Thorney 'Deep's' were no more.

In the 1920s the methods of transporting men and materials were tough to say the least with no mechanical aids. The electricity employees rode bicycles to reach their place of work and set forth with pick-axes, shovels, meters, tool-bags, kettles etc. hung on every available part of the machine. The public-lighting 'scouts' also carried their long wooden ladders balanced on one shoulder. It was nothing unusual for a maintenance man to be called out on a rough winter's night to cycle in the pouring rain to Eastoke, or perhaps to a farmhouse at Funtington or the Ashlings, to deal with a faulty cooker hotplate or switch. Every complaint, however large or small, would be dealt with on the day of receipt, without fail. Service indeed! The giant 'drums' of high tension cable had to be man-handled from place to place, and were rolled along the roads by relays of men, while the jointers' gangs pushed hand-trucks loaded with all their gear.

The following electricity tariffs applying in the 1920s and 30s are of interest:

Domestic Premises:

A quarterly flat rate based upon the floor area of the premises concerned, plus ½d. per unit in summer quarters. ½d. per unit in winter quarters (An average 'floor area' charge for a medium size house, would be about 10s. (50p) per quarter).

Business Premises:

A quarterly fixed charge, based upon a maximum demand, plus unit charges.

Domestic Apparatus - Hire charges:

These included FREE wiring, installation and maintenance. Electric kettles on hire with Cookers, replaced FREE of charge, when faulty.

Electric cooker suitable for four persons. Complete with Electric Kettle 6s. (30p) per quarter.

Electric storage water heaters, 12 gallon, 3s. (15p) per quarter, 1½ gallon 2s. (10p) per quarter. When hired with an electric cooker. FREE maintenance and routine scaling.

2 kilowatt portable 'Falco' electric radiators 2s. (10p) per quarter. FREE maintenance. No apparatus or equipment for SALE.

The electricity supply industry was nationalised on 1 April 1948 and the Portsmouth Corporation Electricity Undertaking became part of the Southern Electricity Board.

The Telephone

Telephonic communication in Havant was established as early as 1900 when the National Telephone Company opened an exchange at a shop on the east side of North Street owned by Mr W Scorer, a watchmaker, optician and photographer. The Scorer family had long and happy associations with Havant. Mr Scorer, a versatile man, was in much demand by the townsfolk for repairs of many kinds; from the mending of barometers to the rescuing of the local cinema when its dynamo caused trouble, he was able to run a cable across the road from his own generator, and so save the day. It was an apt occasion when the new telephone system was sited in his house. His two daughters, Gwendoline and Kathleen, were concerned with this telephone from its inception, and served throughout their lives at the Havant and Portsmouth exchanges, both as supervisors. The telephone switchboard was situated in a small room behind the shop, and was operated by Mr Scorer's eldest daughter, Gwendoline, who combined the manipulation of the switchboard with her various household duties. A resident recalled:

I can well remember, as a child, for a great treat, being allowed to sit beside Miss Scorer on the bench facing the switchboard, eagerly awaiting the ringing of the bell heralding an incoming call, and then watching her answer and duly connect it.

In 1907 the Portsmouth Corporation opened an exchange at Brockhampton Lane in competition with the National Telephone Company. Both companies continued in opposition to each other, and the gentry and 'better off' customers had *two* telephones in their houses, one to each of the rival exchanges. As neither the Portsmouth Corporation nor the National Telephone Company had any trunk lines there was a third exchange in Portsmouth, which was run by the General Post Office. It only dealt with trunk calls to and from the other two systems. Members of the post office staff always considered themselves a cut above those employed by the local networks.

In 1913/14, the two rival companies – the National Telephone Company and Portsmouth Corporation – were taken over by the General Post Office and an exchange established above the post office premises opposite St Faith's .



The combined exchange was above the post office, second building from the left.

The years following, saw the innovation of 'shared-lines'. The two customers concerned used the same number with a 'x' or 'y' added – e.g. Mr A's number could be 123x with a 'shared-line' with Mr B whose number would be 123y. The calling bell would ring on both lines simultaneously, likewise the conversation.

In the spring of 1964 the purpose built Havant Automatic Telephone Exchange in Elmleigh Road opened with Subscriber Trunk Dialling and 2,600 customers.

By 1975 there were 10,000 customers.

NOTE The dates 1900 to 1914 do not appear on any records held by the post office but information has been obtained by word of mouth. Similarly, there is no record held in Portsmouth of the number of customers at those dates.

To quote from Gates' *History of Portsmouth*:

In 1885, due in great measure to the persistent efforts of Mr AW White, the National Telephone Company undertook to provide an exchange for Portsmouth. The rate for a one-year subscriber was 12 guineas (£12.60). The

Exchange was established over the premises of Messrs W Pink and Sons, in Commercial Road (corner of Surrey Street).

Portsmouth, on the 29th April 1916, had the distinction of being the first great town in the country equipped with an automatic telephone service. It has worked with complete success from the outset, and proved an immense improvement upon the old system, with its irritating delays.

Havant Tradesmen's Association

The following is an extract from the Tradesmen's Association minute book:

The Annual General Meeting of the Association was held in the Council Offices on Tuesday Dec3/17.

Telephones:

A long discussion took place re the charges & un-business way the P. Office was managing the Telephone Business.

On the proposition of Mr Redshaw sec by Mr Street and carried unam, the following resolution was decided to be sent to the Postmaster General.

That this meeting draws the particular attention of the Postmaster General to the large number of private subscribers discontinuing the telephone in this district & would ask that he seriously considers the advisability of making some drastic alterations in the charges & service failing which the Association will have to consider the giving up of the service on account of its uselessness from a business point of view.

The Post Office

The public postal service was instituted in 1635 and it was then illegal to send letters by other means. At this time John Taylor's *Carriers Cosmography*, which listed places where you could send or collect letters and goods, noted that deliveries for Havant came from London on Wednesdays and Thursdays from the Queen's Head in Southwark.

The first record of a postmaster in Havant was in 1768; the position being held by Joseph Bingham Mant. Soon cross posts connected towns with each other instead of all the post having to go through London, and by 1775 they had been organised in this area using post boys on horseback or carriers on foot. By 1776 Mr Mant had an annual salary of £75 6s. 8d. (£75.33).

The Royal Mail coach system started in 1784 out of London, and the main route for this area was down the London Road. Mail for Havant was left in Portsmouth, to be delivered by cross post on its way to Chichester. This meant that the letters did not arrive in Havant until 10.15am and in 1807 Lord Keith of Purbrook House complained of late delivery of his mail. At his suggestion mail bags were dropped off at Horndean post office, which was established 1797, then dispatched by horseman to Purbrook, where Lord Keith's mail was delivered, followed by the rest of the Havant post. Lord Keith offered to pay for this service and the cost was put at two guineas (£2.10) per annum.

By 1802 the Havant postmaster was James Linney, a cordwainer and salesman by trade, and six years later James Pollington took over. Because the cost of delivery of the post by horse from Horndean became too expensive, it was stopped, and the post was delivered by foot messenger at 12s. 0d. (60p) a week, saving £6 1s.0d. (£6.05) a week.

In the 1820s Henry Skelton of West Street was postmaster and a printer. Under the imprint Havant Press, he printed the *Bosmere Hundred* written by Walter Butler in 1817. During his office the leaving of the Havant bags of post at Horndean was stopped, and they were then left at Cosham and collected by the cross post from Portsmouth to Chichester. Local notables, including Sir George Thomas Staunton of Leigh Park, signed a petition to have a foot messenger bring the London post straight from Cosham as soon as it arrived, but this was not started because of costs.

Arter Frederick Randall, schoolmaster and toy dealer, was appointed postmaster in Havant in 1827. In 1844 he was reported for irregularities and he was reprimanded, but it happened again, and in 1846 he was dismissed.

During his time we can pinpoint the first post office in Havant. It was on the north side of West Street where today is sited No 52. The office stood on the corner of a little alleyway which led to a blacksmiths. Mr Randall made himself very unpopular with his superiors in London by persistent requests for a rise in salary. It was raised in 1840 from £45 to £50 per annum. This was the year the Penny Post was introduced, and a figure of £10 for postage in three months at Havant is found in the records, the population at this time was about 2,000. The driver of the Portsmouth to Chichester mail was given notice because he carried passengers on his mail cart, which was illegal.

The next postmaster was Henry Green, bookseller, newsagent, and master of the National School, Brockhampton, and parish clerk. A new post office was

opened at No 4 East Street. The post messenger was George Whitbread. Coach contractors who delivered mail were released from their contracts with the coming of the railway, and postmasters were allowed 6d. (2½p) a day to cover the costs of delivery to and from the station. Mail carts, costing £140 a year, continued between Chichester and Fareham because of the poor rail connection between these towns. It was noted in 1847 that 60 letters a day did not justify a second daily delivery, but one did start five years later with delivery times at 7am and 1.30pm. A directory of 1859 lists William Tigwell as letter carrier and his wife, Jane, as a straw hat maker of West Street.



Henry Wood outside of the post office at No 4 East Street.

In 1860 a new postmaster was appointed. He was Henry Wood, tea dealer, wine and spirit merchant and parish clerk. The post was taken to Hayling in 1863 by

horse omnibus and no tolls were paid at Langstone Bridge. Mr Wood is remembered as: *a pleasant looking genial man with an ecclesiastical look about him as befits one who was Parish Clerk*. At this time there were wall letter boxes at the railway station, West Street, Redhill and Langstone. In 1879 Henry Wood was presented with a purse containing £70 from the inhabitants of Havant in recognition of his 18-years-service. A sub post office was opened in 1880 at West End by Mr Shepperd, which was later run by his daughter Dorothy until it closed in 1963.

With the increasing population and trade in the area it was decided to build a new post office. It was built by Mr Learmouth in 1892 in West Street opposite St Faith's, and was of brick with interesting stonework. It was described at the time as a 'commodious building'. The telegraph office was open from 8am to 8pm on weekdays and from 8am to 10am on Sundays. The Post Office Savings Bank was open from 9am to 6pm on weekdays only.

Henry Whittle was postmaster by 1903, and there were three deliveries a day at 7am, 11am and 6pm. When the General Post Office took over all the telephone companies in 1912 the telephone exchange was in the rooms above the post office. Anyone ringing the exchange while there was a wedding at the opposite could hardly hear for the sound of the bells ringing. It is also said that you could ring up the male night switch-board operator for advice or to know if Mrs Blank had had her baby yet!

The next postmaster was Richard Mann until about 1923 when Arthur Owen Bourdeaux took over until sometime in the 1930s. In 1936 the post office in West Street moved to East Street and unwanted coal from the cellar of the empty ground floor premises was given away. As the word went round people came from everywhere, all pushing containers on wheels – prams, pushchairs, hand trucks and wooden boxes – to collect their free coal. The whole basement was cleared very quickly. The telephone exchange continued on the first floor of the old post office until it moved to new purpose built premises in Elmleigh Road in 1964.

The new post office was built in East Street on the corner of Beechworth Road. The building is now used by Royal Mail. The site had been previously occupied by East End House the residence of George Stallard, joint owner with his brother Albert of Homewell parchment works. Later the post office extended over the adjoining property known as Sherwood, originally the home of Admiral Norcock and later of Mr Williams-Vaughan. A new entrance was constructed and the old

entrance was converted to house two telephone booths. The post office was built in 1936 and is one of only a few post offices in the country to display the cypher of Edward VIII. The Yew trees were in the front garden of East End House.



The new post office was built in 1936 in East Street.

In 1939 when Havant became a sub post office of Portsmouth, Mr JR Richardson was the postmaster at Havant, followed in 1945 by Mr MJ Jackson until 1949. Mr CA Norton continued for the next three years then Mr JG Grierson took over from 1951 to 1965. Mr GH Single was in this post until 1975, then Mr LJ Nurden was postmaster for the next four years. It was during Mr Nurden's time in 1976 that the General Post Office produced Christmas stamps which featured nationally important medieval embroideries. The illustration chosen for the 8½p stamp depicted the Brockhampton tapestries, which are embroidered 14th-century vestments now housed in the Victoria and Albert Museum. These tapestries came from the Roman Catholic chapel at Brockhampton around 1890, and date from the 14th century. The 8½p stamp became known locally as 'Havant's Christmas Stamp', and an exhibition was produced by the post office and Havant Library to relate the history of the tapestries and the chapel.

When Havant post office ceased to be a crown office it was franchised out and located in the Meridian Centre and later moved next to the Waitrose store in

North Street. A further move in 2014 took it to 56 West Street, a few doors from where it was in 1827.

William Scorer

William Scorer was born on 19 October 1854, and lived at Woodlands (later known as Southleigh House) where his father was head gardener for Captain Rudolph Spencer. He was educated with the Spencer children by their tutor, and later attended a school in Emsworth. Inventing started quite early in his life, when he managed to communicate across the estate with another of the family by telegraph. He worked on the Woodlands estate with his parents, but in his spare time took up watchmaking (the old verge type). Finally he left Woodlands and set up a jeweller and watchmaker's business at Emsworth.

While on holiday taking photographs in south Wales, he met Martha Howells, whom he married at Merthyr Tydfil on 21 August 1876. They raised a family of eight children, six girls and two boys, and worked very hard to keep them.

In 1888 William Scorer opened a shop at No 4 North Street, Havant, but two years later moved to premises at No 14 North Street, where he took up photography professionally. He built a studio with dark and printing rooms at the rear of the shop, and became a very successful photographer. The cameras he used were often quite large, and made entirely by himself, except for the lenses which he obtained from Germany. He would mount the lenses with focusing attachments, and one of his very large cameras had a plate area of 3 feet x 3 feet (1m by 1m) which took direct large size pictures. One of these pictures was of Netley Abbey.

In 1888 and 1889 patents were completed for his *Improvements in the construction of cameras*, and in 1890, *Improvements in cameras, dark slides and tripod stands*. But in 1893 patents for *The cycle*, and in 1897 for *Photographing and projecting pictures*, were lodged by him but never completed.

Scorer travelled about a great deal taking photographs, especially of cathedrals and abbeys, and he entered a number of his photographs as exhibits to the Royal Photographic Society, of which he was a member. He was awarded no less than 19 medals and cups for photographs, one of which was of Ireland and another of Durham Cathedral.

His daughter Lily was a favourite subject to photograph and he took many pictures of her, but when she married he did fewer portraits as he could find no replacement for her.



William Scorer's shop at No 14 North Street.

In the early days of flying William Scorer invented a camera that could take pictures from the air, but he lent it to an acquaintance who went off with it and was never seen again. During Queen Victoria's Jubilee celebrations on Southsea Common in 1897 William took a moving picture film of the proceedings with a cine camera which he had built himself. Although not a lengthy film, it was clear. William used to visit local groups, e.g. the Band of Hope, (the organisation founded to deter children from drinking alcohol) to give magic lantern shows. The lantern was lit by an oil lamp.

Mr William Stead, a prominent journalist and spiritualist from Hayling, was a close friend of Scorer and they had a lot of ideas in common on the occult. It is believed that Stead asked Scorer to take a photograph of the vision of his deceased wife but the outcome was never known. William Stead was later drowned in the *Titanic* on 15 April 1912.

From photography Scorer took up X-ray photography with apparatus made by himself. He built an electrical Whimshurst machine which, although giving X-ray viewing, did not give deep penetration. Therefore he decided to build a secondary coil apparatus which took photographs of good bone depth. His daughter Kathleen well remembers having X-ray photos taken of her hand.

Although photography was his first love Scorer was an excellent watchmaker and made replacements on a small lathe. As he approached middle age his failing eyesight compelled him to curb his watchmaking activities and he employed various people for this. He turned to clock making and built a beautiful grandfather clock with a solid oak case, designed after the Westminster tower with a full Westminster Chime being played on hanging metal tubes. All this work, including the movement, was designed and made entirely by himself.

He was also a competent engineer and, with his son, made parts on the lathe in his workshop, some of which he did for Vosper's. Also in his workshop William made a type of motor tricycle with a large tray which he used for carrying his photographic equipment (and on occasions, his children). It had one wheel at the front and two at the rear with the engine under the seat.

Interested in boats, Scorer built an engine for an old dockyard cutter which he had bought at a sale, and the family had many outings in it. In his leisure time he used to go sea fishing, and on one trip with his family in the Solent, the boat went aground on a falling tide. After spending the night waiting for the tide to flow, they finally managed to get going and headed for Langstone Harbour.

Scorer also helped the Havant people with repairs to many kinds of objects, from mending barometers to running a cable across the road from his generator to the Empire cinema opposite when its dynamo caused trouble.

Despite his many activities he still found time to serve as a Councillor on the Town Council from April 1904 to March 1923. In 1907 he played cricket in a match between the Havant and Emsworth Councillors. The *Hampshire Post's* report of the match said:

He seemed inclined to fall over his bat... and was a trifle forgetful, once or twice he seemed quite oblivious of the fact he was a player and not a spectator.

Eventually, in 1926 Scorer retired at the age of 72 and the business was closed, and all it contained was sold. He bought a house in Castle Avenue, Warblington and died three years later in 1929.

The Longcroft Family and Havant

Throughout the long years of its history Havant may well have had more distinguished residents, but none can approach the record of the Longcrofts in continuous occupation and public service. Living in Portsmouth in the 17th century they seem to have been attracted to Havant by the marriage of Mary

Longcroft, only daughter of Thomas Longcroft of Portsea, in 1742 to John Moody who had inherited Havant Manor from his father, Isaac Moody, in 1728. Thomas Longcroft, brother of Mary, had married and settled in Havant by 1752, when the first of his ten children was baptised in St Faith's ; this was George Moody Longcroft, who was himself to be the parent of 12 children. He and his brother, Thomas Franklin Longcroft, were solicitors, and practised in Havant in partnership for many years. Another brother, Charles Henry Longcroft, had settled in Romsey and both he and his wife lie buried in the Abbey there. A sister of these brothers, Ann, had married the Reverend Griffith Richards, Vicar of Farlington, whose son and successor, the Reverend Edward Tew Richards, was a close friend of John Keble.

Of the seven sons of George Moody Longcroft not one survived to follow in his father's footsteps, and he was succeeded by his nephew Charles Beare Longcroft, son of Charles Henry Longcroft of Romsey. In 1815 Charles Beare Longcroft married Jane Padwick in St Faith's . Jane was the daughter of Thomas Padwick of Warblington House. She had a life interest in Hall Place, and on her death in 1861 this property passed to her son Charles John Longcroft.

Until they became possessed of this property the family lived in a large house in West Street standing on the ground now occupied by Park Road North.

A sister of George Moody Longcroft had married a Joseph Stevens of London and their son, Christopher Stevens, was in partnership with his cousin Charles Beare Longcroft; their offices in 1830 were situated in The Pallant. It is evident that Christopher Stevens played an active part in public life and in 1813 had been chosen Burgess for Portsmouth Corporation. He is commemorated on a marble tablet in St Faith's .

Charles John Longcroft was the eldest son of Charles Beare Longcroft and was born in 1815. He married his second cousin Mary Longcroft Holmes, a granddaughter of George Moody Longcroft, at All Saints , Southampton in 1842.

He is the one member of the family who has secured a safe place in local history by publishing his *Topographical Account of the Hundred of Bosmere* in 1857. A new history of the county had been projected about 1817, and an account of the *Hundred of Bosmere* by J Butler had appeared in that year, but no further progress was made. Longcroft made some use of this, but did a great deal of research into early history of the Hundred, both in national and private records, and posterity owes him a deep debt of gratitude. It has to be said however that

his outlook was very legalistic, and one would wish that he had recorded rather more of the social history of the area.

Like others of his family Charles John Longcroft was clerk to the Magistrates, to the Board of Guardians, to the Local Board of Health, etc. He was also Coroner for the County, but is remarkable for being Steward of no less than 13 Manors.

His younger brother was Thomas Crauford Longcroft, born in 1821, who was a captain in 16th Regiment of the Madras Army. His wife and infant son lie buried at Aden.

Like his predecessors, Charles John Longcroft had a large family of four sons and five daughters. The youngest daughter, Charlotte Mary, married the Reverend CF Rich, curate of Bedhampton, and on her death in 1929 a stained glass window was placed in St Faith's to their memory. Her sister, Ciceley Edith, married Dr Alexander Stewart Norman, one of Havant's most popular characters.

Charles John Longcroft died in 1877 and was succeeded by his youngest son, Edward Roy Longcroft, who retained some of his father's public appointments for over 50 years. He lived in the house in West Street that was on the west corner of the narrow Park Road. The rooms occupied by the family faced West Street and the offices of Edward R Longcroft faced Park Road. Mr Longcroft was clerk to the Justices of the Peace, the Urban District Council and the Board of Guardians, as well as Registrar of Births, Marriages and Deaths. His offices were exceptionally busy ones, with a great deal of coming and going from morning to late afternoon. (The house was demolished in November 1937 for the widening of Park Road North.) Edward Longcroft was always anxious to improve the amenities of the town. He was largely responsible, with Thorburn Stallard, for arranging for the creation of Havant Park as a place of recreation, and was a staunch supporter of Havant Hospital. In 1926 he had been presented with a silver salver to mark his 50 years with the Board of Guardians, and to celebrate his similar service as clerk to the Urban District Council the town presented him with an album and a long case clock.

As a child in 1857 he had seen the last man placed in the stocks in Havant; and had also seen the town lit with gas for the first time and the populace ascending Portsdown Hill to witness the effect. Always keenly interested in sailing he invariably wore on all occasions his peaked yachting cap.

He and his wife, Helen Gertrude Longcroft, had four children, the eldest of whom, Charles Edward Beare Longcroft, was the last of five generations of solicitors to practise in Havant. A second son, Thomas Roy, a Lieutenant in the

Lincolnshire Regiment, was killed at Loos in WW1. Their daughter, Angela, married Mr Collingwood QC who later became a judge and was knighted for his services. The youngest child, Helen Penelope, is still remembered with great affection. Known to her family, for some obscure reason, as 'Budla' she was a familiar and well-loved figure on her well-laden bicycle bound on some errand of mercy or bringing help to some needy family. A devoted Red Cross worker in her time and energies were devoted later to the X-ray department of the Sun Trap Home on Hayling Island, where a little building in which she worked bore a plaque saying: *In memory of Helen Penelope Longcroft 1927*.

Charles Edward Beare Longcroft, who succeeded his father in 1929, married Ethel Russell, a member of a well-known local family.

Charles Longcroft had been one of the principle organisers of the former Langstone Regatta, an immensely popular event, and was a familiar figure not only in Havant but also in Southampton where he practised. His death brought to a close a family connection with Havant extending over 200 years, and an involvement in every movement to benefit the town and its inhabitants.



To commemorate the contribution made to Havant by the Longcroft family this block of flats, which has been built on the site of the old workhouse, has been named Longcroft. These flats, without doubt, provide a far more comfortable standard of living to that experienced by previous 'residents' here.

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Riding gloves made in the 1960s at Stent's factory for Queen Elizabeth II.

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